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China Mail

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TODAY'S DOLLAR. — The
closing rate of the dollar on
demand, to-day was 1/6 11/16.

No. 27,400 HONG KONG, FRIDAY, JANUARY 31, 1930.

PRICE \$3.00 Per Month.

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A Difference in Quality.
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opticians, but in Hong Kong only one
European optician who measures up
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men in every corner of the world re-
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Registered Optometrist (Canada).

KUNG HAY FAT CHOY

USHERING IN CHINESE
NEW YEAR

CRACKERS, CYMBALS & GONGS

Chinese New Year, like ours, comes once a year, but our Chinese friends go one better in celebrating the event. From Wednesday afternoon, the bursting of fire-crackers, the loud and reverberating beating of gongs and the clash of cymbals were heard.

At night, demure Chinese maidens in their gorgeous national costumes and men in their more sombre chung sam were seen making their yearly pilgrimages to the New Year Bazaar in China-town. Hundreds of stalls, all laden with every variety of wares, catered to the taste of the holiday-makers.

Conviviality permeated the atmosphere, and small wonder it was that Europeans and foreigners all joined merrily in the fun and frolic. They toured the Bazaar, fired off string after string of crackers, and quite sincerely wished each other Kung Hay Fat Choy.

No Chinese went to sleep on Wednesday night. They had to bid farewell to the old year, no matter whether it had brought them luck or otherwise, and to be there ready to usher in the New Year with a fervent prayer that its advent would bring with it bountiful prosperity, luck, longevity, and health.

Yesterday one woke up to find Hong Kong virtually sleeping in peace. All shops and business offices were closed. The streets were hushed of its incessant traffic and its attendant clamour. The "upper class" ladies made their New Year calls on friends, followed by their amahs with baskets well filled with eatables. In the afternoon the theatres were the rendezvous, these being crowded. Trams, busses, and ferries did a roaring trade, as did motor cars and taxicabs.

Artistic Decorations

On the occasion of the dinner-dance on the roof garden of the Hong Kong Hotel on Wednesday the entrance was adorned with national flags, silk Chinese covers were draped over the chairs, and Chinese works of art and scrolls were suspended from the walls.

In the roof garden and the dining room, Chinese lanterns were suspended from the ceiling and multi-coloured ribbons enhanced the effect. Behind the dance orchestra were arranged two bowls, which, as the result of clever lighting effects, were made to appear as though tongues of fire were shooting from them.

A special menu consisted half of Chinese and half of Western dishes. Amongst the 200 diners some appeared in fancy costumes.

Peninsula Hotel

Nearly 400 persons were present at the Peninsula Hotel dinner dance. In the Rose Room were hung Chinese scrolls on the walls. Chinese lanterns of many colours, were hung round the room, and a specially big one was suspended from the middle of the ceiling.

In the lobby and foyer were two figures of Chinese warriors. A special menu was provided for those who attended, daftily printed in gold lettering on a red background with the usual Chinese New Year greeting.

New Year Function

In spite of suggested "reform," the annual function at the Hong Kong Chinese General Chamber of Commerce is being held at 8 p.m. to-day, when there will be a reception. Instead of calling it the New Year gathering, however, the Chamber has made a change by putting "spring festival" on the old-style red paper invitations.

DAUGHTER DRUGS

The Governor in Council has declared that the Dangerous Drugs Ordinance, 1923, shall henceforth apply to esters of morphine and their respective salts and to any preparation, admixture and extract containing any of the said esters.

The esters of morphine do not include and should not be confused with the esters of morphine — for example, methylmorphine (codeine), ethylmorphine (Nalox), to which the Dangerous Drugs Ordinance does not apply.

POLICY OF EMPIRE TRADE

SCHEME OF EMPLOYMENT FOR EVERY ONE

MR. SNOWDEN SCEPTICAL

Rugby, Yesterday. A debate on Empire Free Trade took place to-day in the House of Commons. It was initiated by Mr. Remer, the Conservative private member, who moved, "That, in the opinion of this House, it is desirable that the Empire should be a single, economic unit with internal Free Trade as the ideal, and that the Government be urged to open negotiations with other Governments of the Empire with a view to the formulation of a policy designed to secure that the purchasing power of the Empire shall be directed primarily to the full employment of the inhabitants of the Empire."

Mr. Remer said that he was not in the least afraid of the cry "Your food will cost you more." If it proved to be true, which he did not believe, he should be giving good and permanent employment to our people instead of idles and unemployment.

Mr. Lloyd George, the Liberal leader, agreed that it was desirable to get all that was possible to the trade of the Dominions and Colonies, but the real test was what were they going to give in return. He moved a Liberal amendment to add at the end of the motion the words "Provided that any such proposals shall not include additional taxation upon foodstuffs or raw materials imported into the United Kingdom."

The Chancellor of Exchequer, Mr. Philip Snowden said that as his was a private members' discussion he would not deal with any of the statements made in debate, but would confine himself simply to that part of the motion which called on the Government to take action.

The most regrettable feature of the debate had been the silence of members of the late Conservative Government on this question. The speeches of the two members who introduced the motion had made it perfectly clear that the motion meant the taxation of food and raw materials and also of manufactured articles from foreign countries, which would necessarily raise the prices.

He need hardly say that the Government could give no support to a proposal of that kind.

The Government were asked to open negotiations with other Governments of the Empire for the formulation of a policy designed to secure that purchasing power of the Empire should be directed primarily to the full employment of the inhabitants of the Empire. If that stood alone, apart from what went before, then the Government would have no objection to it, because they were anxious to do all that they could to promote Imperial trade.

A Hidden Policy

The Labour Party had supported every measure which, in their opinion, was likely to knit together the bonds uniting the Mother Country and the overseas Dominions. "That we shall continue to do," continued Mr. Snowden, "but we shall give no support to a policy such as is hidden in the terms of the resolution." To vote for the resolution would be to vote for a tax on the people's food and for proposals which would increase the costs of production in every manufacturing industry to this country, and reduce the standard of living of the workers of this country.

The debate was adjourned.—British Wireless Service.

ALLEGED BRIBERY

A lance sergeant and a police constable, of the Wei-hai-wei contingent of the Police Force were at the Kowloon Magistrate's to-day brought up on one and five charges (respectively) of receiving bribes of one dollar from week to week during 1929.

Mr. W. L. B. Sparrow, A.S.P., Kowloon, appeared for the prosecution and opposed bail.

Mr. J. M. Remedios appeared for the sergeant's defence.

The Magistrate remanded the case to Wednesday.

UNEMPLOYMENT BENEFIT

Rugby, Yesterday. The Minister of Labour, Miss Bondfield, stated in the House of Commons that the average weekly amount of unemployment benefit paid to one million persons claiming benefit and their dependents in 1929 was \$790,000.—British Wireless Service.

NEW MINISTER AT JEDDAH

Rugby, Yesterday. The King has approved the appointment of Sir Andrew Ryan to be "His Majesty's Extraordinary and Minister Plenipotentiary at Jeddah."

LADIES ROBBED

Chase After a Handbag Snatcher

JAIL AND THE BIRCH

This morning a Chinese pleaded "guilty" before Mr. E. W. Hamilton to a charge of snatching a handbag from Mrs. Logan, wife of Sub-Inspector Stewart Logan, in charge of Mount Gough Police Station.

Sub-Inspector Cotton said that the bag was snatched near St. John's Cathedral on Wednesday afternoon. Chase was given by Mr. S. W. Paterson, of the P.W.D., and the accused was arrested in the lane alongside Ruttonjee & Company's shop. During the pursuit the accused discarded the bag, which was, however, recovered.

Addressing the accused, Mr. Hamilton said that he was lucky that the lady's husband did not catch him. As it was, all the accused would get was 12 months' hard labour and 24 strokes of the birch.

Accused: Ah, yah! Twenty-four strokes!

A Kowloon Case

An unemployed Chinese was at the Kowloon Magistracy this morning sentenced to one year's hard labour with 24 strokes of the birch, for snatching the handbag of Mrs. A. Gibbons, of the Empress Hotel, Mody Road, Kowloon.

ECONOMIC COUNCIL

To Advise Government on Trade & Industry

Rugby, Yesterday. The following announcement made by the Premier recently in the House on the Commons Treasury minute is issued regarding the establishment of an Economic Advisory Council. The purpose of the Council is to advise the Government in economic matters. It will make a continuous study of developments in trade and industry and the use of national and Imperial resources of the effect of legislation and fiscal policy at home and abroad, and of all aspects of national, Imperial and international economy with a bearing on the prosperity of the country.

The Chairman will be the Premier. The Council will take over and expand the function of the existing Committee of Civil Research. The members of the Council will be the Chancellor of the Exchequer, the Minister-in-Charge of the Unemployment Problem, the President of the Board of Trade, and the Minister of Agriculture and Fisheries.

There will also be as members other persons chosen by reason of their special knowledge and experience in industry and economics.

The Council may invite inquiries into and advise upon any subject falling within its scope, including proposals for the legislation. Its reports and work will be confidential unless the Council advises the Premier otherwise. Any action arising out of them will be taken on the sole responsibility of the Government.—British Wireless Service.

POLITICAL TANGO

Dictator Dances Out of Office

Madrid, Wednesday. General Berenguer's Cabinet, it is expected, will be sworn in this afternoon.

One of the first actions of the new Government will be to hold a Parliamentary election.

The new Prime Minister has issued a stern warning that no breaks of any kind will not be tolerated, and least of all any sort of violence or demonstration against members of General Primo de Rivera's dictatorship.

For the present a strict censorship over all news is being maintained.

The New Cabinet.

Madrid, Yesterday. A new Cabinet has been formed, with General Berenguer as Premier, Minister of War and Foreign Affairs.—Reuter.

DEAD SEA HOLDING

Concern

Rugby, Yesterday. Dr. Drummond Shields, Under-Secretary for the Colonies, stated in the House of Commons that preliminary agreement regarding the Dead Sea concession, which was signed last May, had since been completed.

The deed was signed on January 1, granting a concession to the Palestine Potash Company, formed by Mr. Novinsky and Major Tullish.—British Wireless Service.

FOREIGNER FOUND SHOT

BAFFLING MYSTERY IN KOWLOON

LYING ON THE ROAD

A baffling mystery is confronting the Police following the discovery early this morning of the body of Mr. J. Elias, at Waterloo Road.

Mr. Elias was found at seven o'clock this morning lying in the roadway near Essex Crescent Road, Kowloon Tong. He had a bullet wound near the heart, and the theory is held that the shot was fired by some person unknown. The bullet passed through the arm pit and came out from the left shoulder blade.

Life was not extinct, and Mr. Elias was rushed to the Kowloon Hospital, where he is at present in a very critical condition.

Mr. Elias is about 35 years of age, and is believed to be married. He resides at No. 80, Parkes Street, Kowloon, and is employed at the Kowloon Docks.

From enquiry made this morning at the Kowloon Hospital, it was learned that an operation will be performed later in the day to extract the bullet. A later message said that Mr. Elias's condition, although giving cause for anxiety, is not serious.

CHINESE NEW YEAR HOLIDAYS

Arrangements At Post Office

To-morrow the G.P.O. will be open from 8 a.m. to 10.30 a.m. and the Branch Post Offices from 8 a.m. to 9 a.m. There will be no collection from the pillar boxes and one delivery of ordinary correspondence as on Sundays and one delivery of registered correspondence at 9 a.m. The Money Order Office will be entirely closed.

ALLEGED BREACH OF TRUST

STRAITS CHINESE ARRESTED ON ARRIVAL

\$5,000 INVOLVED

Before Mr. E. W. Hamilton, to-day, a Straits Chinese named Lee Chun-tang, alias Lee Bun-cheong, alias Lee Chin-long was charged in connection with extradition proceedings taken against him as an alleged fugitive from Singapore.

The Magistrate explained to Lee that he was arrested at the request of the Singapore Government on a complaint laid against him by Peh Wah-kok, of Singapore, and the charge against him was criminal breach of trust in connection with a sum of \$5,000.

His Worship added that some one was coming from Singapore to identify the accused and the Singapore warrant for his arrest would follow. In the meantime he would grant Mr. T. Murphy's application for a week's formal remand.

Mr. Murphy suggested that before the adjournment his Worship should take evidence of arrest. Mr. Hamilton agreed.

Sub-Inspector Dorling said that by virtue of a local warrant (produced) he arrested the accused on board the s.s. Tak Lee Wah, along with the No. 1 wharf at 11 a.m. on Wednesday. The accused answered to the name on both the warrant and the tabling information from Singapore.

The case was then adjourned.

NOT PROMISING

The weather outlook for the latter part of the China New Year holiday is not promising. For the 24 hours ending at noon to-morrow, the official forecast (for Hong Kong, the adjacent coast and Formosa Channel) is: "N. winds, moderate; overcast."

At 10.38 a.m. to-day the Observatory notified: "The anticyclone is central to the N. of the Yangtze S.E. coast of China and over the China Sea."

Major Scott the Commanding Officer, said "During our flight we flew at an average of 50 miles an hour and we covered a distance equal to that to Egypt. We used about fifteen tons of fuel and had seven and a half tons left, so that we could have remained in the air another 24 hours at least."

The R.101 and R.100 are very similar in behaviour and control. We were above the clouds to-day nearly the whole of the time. I have never been on such a long flight when I saw so little of the ground."

Sir Dennistoun Burney, who was on board said: "After leaving the Channel Islands on the first night we saw nothing until next morning, when we found ourselves over Felixstowe. We located our position the whole time by wireless crossbearings. There is no doubt whatever, I think, that wireless crossbearings have a great future. I am greatly impressed by the ease with which we were able to keep our position. Nearly all day yesterday we were flying in fog. When we crossed London we saw very little."—British Wireless Service.

SIR CECIL CLEMENTI

Plans for Leaving To-morrow

FAREWELL SALUTES

His Excellency the Governor and Lady Clementi have arranged to leave for Singapore where His Excellency is proceeding to take up the duties of his new appointment, by the s.s. Mantua sailing at noon to-morrow.

His Excellency will arrive at Queen's Pier at 11.15 a.m., where he will be met by two Guards of Honour supplied by the Royal Navy and the 2nd. Battalion of the K.O.S.B., and by a number of the leading representatives of the various communities, including members of the Legislative Council, Navy, Army, Civil Departments, Consular representatives and Chinese community, to whom special invitations have been issued.

A space will be reserved on the Pier for guests so invited and a limited space will be available for the general public. Those who wish to be present there should be in position not later than 11.

On His Excellency's departure the usual salutes will be fired both by the Navy and the Army and the Troops at Lyceum entrance will parade and cheer him on his way.

The Hon. Mr. W. T. Southern, C.M.G., will assume the Administration on His Excellency's departure and will take the oaths of office in the Council Chamber, the oaths being administered by His Honour the Chief Justice, Sir Henry Gollan, in the presence of the members of the Executive and Legislative Councils.

NEW GOVERNOR

Sir Philip Game To Go To New South Wales

London, Yesterday. Air Vice Marshal Sir Philip Game is to succeed Admiral Sir Dudley de Chair as Governor of New South Wales.—Reuter.

[Sir Philip Game became Air Vice Marshal in 1922, having served in the Royal Artillery in the War. He commanded the R.A.F. in India 1922-23, and was Director of Training and organization at the Air Ministry 1919-22.]

Sir Dudley de Chair has been Governor of New South Wales since 1923. He commanded the 10th Cruiser squadron and organized the Northern Blockade 1914-16 and was retired, as Admiral, in 1923.]

AIRSHIP'S FLIGHT

R.100's Cruise Over South of England

London, Yesterday.

The airship R100 completed a 53-hour test flight to-day, and returned to Cardington this afternoon. She flew over the whole of the South of England. The weather was foggy.—Reuter.

Fifty Miles An Hour

Rugby, Yesterday. The airship R100 returned to the mooring mast at Cardington at two o'clock this afternoon, after a cruise lasting over 52 hours.

Major Scott the Commanding Officer, said "During our flight we flew at an average of 50 miles an hour and we covered a distance equal to that to Egypt. We used about fifteen tons of fuel and had seven and a half tons left, so that we could have remained in the air another 24 hours at least."

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Gratifying Results

Although to those who had not been engaged in them the results

BRITAIN AND FRANCE SEE EYE TO EYE

VIRTUALLY AGREE ON LIMITATION OF TONNAGE

LUCKY COMPROMISE

London, Yesterday. It was learned in authoritative French circles to-night that the French and British delegations have compromised and reached a virtual agreement on the fundamental issue of the limitation by global tonnage, or categories, which is expected to be the principal subject of discussion at to-morrow's plenary meeting.—Reuter.

Problems of Method

London, Yesterday. The plenary session of the Naval Conference adjourned, after carrying Mr. H. L. Stimson's proposal to appoint a committee to consider questions on the method of procedure included in the agenda. It is understood that the conference is within measurable distance of solution of the problem of method, which hitherto has divided it.

Mr. A. V. Alexander stated that Great Britain completely agreed with the United States and Japan. Great Britain was fully prepared to consider some system of the transference of tonnage, provided it applied only to less powerful types of ships.

Picking the Tonnage

The committee appointed by the Naval Conference is "steering" (standing orders) the committee which will deal with the agenda submitted by France, Britain, and Italy. The American delegate, Mr. Hugh Gibson, explained that the category, method and limitation of warships (as supported by Britain, American and Japan) favours the allocation of a specific tonnage to each navy for each type of ship; whereas the global system (urged by France), fixes the total tonnage of each navy, but allows a nation to apportion its tonnage as it desires. This difference of opinion caused a deadlock in the 1927 conference, when the French suggested a compromise, which has a most important bearing at present, as it provides the category method with the transference of tonnage from one category to another after a year's notice. The United States agreed to a compromise in 1929, because they recognised the tendency of small navies towards specialisation.

Mr. Alexander emphasised that Great Britain's belief in the category system alone could provide peace and security, but as the result of the preliminary explorations problem, Britain was prepared to consider some system of the transference of tonnage, provided it applied only to less powerful ships.—Reuter.

Global Tonnage

Rugby, Yesterday. In opening this morning the third Plenary Session of the Five Power Naval Conference at St. James's Palace, the Prime Minister, Mr. Ramsay MacDonald, who presided, said it was called to deal with the agenda which had been circulated. The only item on the agenda was that of the consideration of general questions affecting the work of the Conference and, under this heading, France, Britain, and Italy had each given notice of proposals which they wished to advance as follows.

France—firstly, the system of global tonnage and the French delegation's transactional proposal. Secondly, what classification is to be adopted. Thirdly, transfer, the amount and conditions. Great Britain—a system of limitation by categories. Italy—firstly, determination of ratios; secondly, determination of the levels of total tonnages of several countries.

An Intricate Problem

Mr. MacDonald said that two things had been going on since the Conference began. There was a conference of five Powers, and consequently the different relations between those Powers were exceedingly intricate. It was quite impossible to take them straight away and deal with them in open conference. The various delegations must exchange views with each other in order to remove misunderstandings and to pave the way for compromise and agreements. That process had been going on daily since the Conference started.

Gratifying Results

Although to those who had not been engaged in them the results

BRAALAND ON THE ROCKS

MACEDONIA'S HELP NOT REQUIRED

FIVE HOURS' VIGIL

According to a passenger on the P. & O. s.s. Macedonia, which arrived here yesterday, the S.O.S. from the Norwegian s.s. Braaland, which went aground between Bomby Reef and the Paracels, was picked up by the Macedonia just before 2 a.m. on Wednesday. She transmitted the message to Hong Kong and immediately altered her course to go to the Braaland's assistance.

Whilst dashing towards the Braaland, the Macedonia picked up another wireless message reporting that it was feared that the Braaland would break, and that she was leaking. This message was also transmitted to Hong Kong by the Macedonia, which, by going full speed, reached the Braaland at about 12.30 p.m., on Wednesday.

High and Dry

On arrival it was found that the Braaland was high and dry and was in no danger from the breakers, which, it was understood, at first threatened to damage her bottom. The Braaland signalled that it was not necessary to take anyone off, but the Macedonia stood by for five hours.

Then a message was picked up from Hong Kong that the tug Henry Keswick was on the way, and as the Braaland was in no danger, the Macedonia resumed her course to Hong Kong. She did not meet the Henry Keswick.

According to the China Mail's informant, the Braaland is fast on the rocks, but to the layman it did not look as if she was in danger of breaking. However, it is thought that it will be a difficult task to remove her from her position.

might appear very slow in coming, nevertheless to those who understood the difficulties, the results were viewed as most gratifying.

Parallel with these consultations the heads of the delegations had met daily. As a result of these two parallel operations the questions on the agenda had been handed in with the proposal that they should be referred to in committee.

Italy regarded two points mentioned opposite her name as dealing rather with principles than with methods, and Signor Grandi desired to make his position clear regarding the inclusion of those two points.

The Italian View

Signor Grandi said that the French, Italian and British point dealt practically with the same problem—that of determining whether the limitation of Naval armaments should be based on a system of global tonnage or on that of limitation by categories of an intermediate system, such as that suggested by the so-called French transactional proposal. All these were questions of principle, namely, the determination of ratios of strength between the navies, and the question of fact, namely, the determination of the maximum levels of total tonnages for the five Powers.

General Principles

In placing these two points on the agenda, the Italian Delegation wanted the Conference to determine the general principles and political criteria of disarmament. Italy agreed, however, that the question of method and of procedure on the agenda should be examined in the meantime.

While the Italian delegation was prepared to take part in these discussions, it did not see its way to commit itself on any of the special points of the disarmament problem until the two fundamental questions in the determination of ratios and maximum levels of global tonnage had been settled.

Methods of Procedure

Mr. H. L. Stimson moved that the questions of method and procedure on the agenda, including particularly the suggestions of the French and British Governments as to limitation by global tonnage or by categories, and including the methods of procedure suggested by the French Government, be referred to a committee.

(Continued on Page 2.)

HONG KONG MARKET PRODUCE.
APPROXIMATE RETAIL PRICES.

COMPANY REPORT
Land Investment and
Agency Co.
FINAL DIVIDEND

COMPANY REPORT
Land Investment and
Agency Co.
FINAL DIVIDEND

The 41st report of the Board of Directors of the Hong Kong Land Investment and Agency Co., Ltd., to the general meeting of shareholders to be held at the offices of Messrs. Jardine, Matheson and Company, Limited, at 12.30 p.m. on Tuesday, February 11, states:—

The Directors have now to submit to you a general statement of the affairs of the Company, and a balance sheet for the year ended December 31, 1929.

The net profits for the year, after providing for all Directors' and auditors' fees amount to \$1,053,182.43 which, with the amount brought forward from last year (\$985,978.45) gives an amount available for division of \$2,039,160.88.

From this amount an interim dividend of \$2 per share on 240,000 shares (\$480,000) has already been paid, leaving a balance of \$1,559,160.88 available for appropriation, which it is proposed to deal with as follows:—

To pay a final dividend of \$2 per share ...	\$480,000.00
To pay a bonus to staff	10,000.00
To General Contingency Account	50,000.00
To Special Repairs & Renewals Account..	25,000.00
To carry forward to a new Profit and Loss Account	994,160.88

Total\$1,559,160.88

Directors
Your Directors regret to have to record the death of Mr. H. P. White. Messrs. A. H. White and T. E. Pearce having been invited to join the Board, these appointments now require confirmation.
Messrs. A. H. Compton and J. E. Joseph now retire by rotation and, being eligible, offer themselves for re-election.

Auditors.
The accounts have been audited by Messrs. Percy Smith, Seth & Fleming and Messrs. Linstead and Davis, who now retire and offer themselves for re-election.

themselves for re-election.

Arsemault introduced the speaker, R. H. Coates, who explained some of the methods by which his statistical bureau obtains the figures about tourists which it publishes. Among those attending the luncheon were Philip E. Rice, president of the New York State Hotel Association; D. B. Mulligan of the Windsor Hotel; A. A. Seymour of the Canadian Pacific Railroad; C. K. Howard of the Canadian National Railway; H. B. Deville of the Queen's Hotel; C. W. Honey of the Laurentian Resorts Association; George Wright of the Toronto Convention and Publicity Bureau; George A. Graffey, convention manager of the Montreal Convention and Tourist Bureau; and W. B. MacCoy of the Maritime Association of Montreal.

An Echo from the States
Mr. Rice reminded the gathering

that the Montreal Bureau had always acted in a broad-gauged and unselfish manner, the members realizing that by advertising the joys of the Adirondacks and the country in general to the south and the Maritimes and Ontario, as well

the Maritimes and Ontario, as well as their own province of Quebec, as they will automatically benefit thereby. "We on our side realize the same thing," he continued. "that by advertising Montreal and Canada at large we shall reap the benefits of the passage of tourists through our part of the country."

Mr. Mulligan remarked that it was of primary importance to make Canada known to the world, especially in the United States. Particular attention should be given to the winter attractions of Canada. S. L. Squire, chairman of the executive committee of the Canadian Good Roads Association

Canadian Good Roads Association said that although Dominion statistics placed the tourist trade fourth 'in importance, it was virtually second, having doubled in the last five years. B. T. Fay of the Delaware & Hudson Railroad, Albany, N. Y., denied that the chief attraction for Americans in Canada is the lakes and mountains and that the

drink, for "they can get it in their own country," and also made it clear that the tourist business besides benefiting hotels, more largely benefits other lines of business. Mr. Fay declared that billboard advertising, the radio and booklet were excellent advertising mediums, but all secondary to newspapers.

Rhythmic Movement.
The keynote of good dancing is found in the swing of the body, and the first step in this direction is the mastery of the contrary body swing. The swing of the body should make the actual steps the

Jan. 23, June, June,
1930. 1918. 1914.

Poultry.

Beef Sirloin	牛尾把	lb.	28	24	12
" Prime Cut	"	"	30	28	11
" Corned	咸肉	"	"	23	12
" Roast	牛牛	"	28	24	22
" Breast	"	"	24	20	18
" Soup	牛湯	"	24	20	18
" Steak	肉排	"	28	24	22
" Stork Sirloin	肉排	"	36	30	30
" Sausages	腸	"	32	26	20
" Bullock's Brains	腦	per set	15	10	12
" Tongue, fresh	牛牛	each	45	60	60
" Tongue, corned	牛牛	"	00	—	—
" Head	牛牛	lb.	1.20	—	1.20
" Heart	牛牛	"	24	15	14
" Hump, Salt	牛牛	"	34	20	14
" Feet	牛牛	each	10	10	12
" Kidneys	牛牛	"	15	10	12
" Tail	牛牛	"	25	20	22
" Liver	牛牛	lb.	24	18	14
" Tripe	牛牛	"	8	6	7
" Calves' Head & Feet	牛頭	set	1.20	1.00	1.00
" Mutton Chop	羊羊	"	36	26	—
" Leg	羊羊	"	36	26	—
" Shoulder	羊羊	"	36	24	—
" Saddle	羊鞍	"	43	—	—
" Pig's Chitlings	豬猪	Per set	8	—	27
" Brains	豬猪	lb.	15	15	—
" Feet	豬猪	"	28	25	18
" Fry	豬猪	"	18	20	—
" Head	豬猪	each	15	10	10
" Heart	豬猪	"	13	10	8
" Kidneys	豬猪	lb.	48	30	24
" Liver	豬猪	"	36	25	23
" Pork Chop	猪猪	"	36	—	—
" Leg	猪猪	"	42	60	70
" Loin	猪猪	"	22	21	—
" Fat or Lard	猪猪	"	—	—	—
" Sheep's Head & Feet	羊頭	per set	12	8	70
" Heart	羊羊	each	15	12	10
" Kidneys	羊羊	"	40	25	25
" Liver	羊羊	lb.	25	25	22
" Suet, Pigs, to order	猪猪	"	25	20	18
" Gack, Beef	牛牛	"	36	25	26
" Mutton	羊羊	"	80	20	20
" Veal	牛牛	"	82	—	—
" Sausages	牛牛	"	28	—	—
No. 1.					

Fish.

Barbel	鮫魚	lb.	44	15	24
Bream	鯉魚	"	85	20	16
Canton Fresh Water	省淡水魚				
Fish	魚	"	35	—	—
Carp	塘鯽	"	37	13	16
Catfish	鰱魚	"	36	16	27
Codfish	鱈魚	"	38	12	9
Crabs	蟹	"	52	16	1
Cuttle	墨魚	"	32	23	26
Fist	魚	"	32	23	26
Dab	魚	"	85	16	27
Dace	黃鰱	"	44	23	16
Dog Fish	魚肚	"	22	20	—
Eels	海鰻	"	36	10	8
Conger	鰻	"	36	10	—
Fresh Water	淡水	"	36	10	—
Yellow	黃魚	"	35	16	18
Frogs	蛙	"	62	26	35
Garoupa	石斑	"	86	32	20
Gudgeon	鰕	"	28	40	30
Herrings	白魚	"	30	22	18
Haihut	軍	"	32	13	23
Labrus	甲花魚	"	30	18	15
Leach	烏龍	"	64	32	13
Lobsters	龍蝦	"	63	22	24
Maccherel	魚	"	42	32	21
Monk Fish	魚	"	40	20	20
Mullet	鯉	"	38	13	2
Oysters	蚌	"	38	12	2
Parrot Fish	公班	"	39	14	15
Perch	斑	"	40	20	9
Pike	白	"	42	16	9
Plaice	斑	"	44	26	29
Pomfret, White	白	"	33	36	39
Pomfret, Black	黑	"	42	36	45
Prawns	蝦	"	68	10	14
Ray	魚	"	24	13	14
Rock Fish	石斑	"	28	13	18
Roach	魚	"	32	22	10
Salmon	魚	"	38	36	30
Shark	沙	"	22	8	10
Skate	魚	"	22	10	10
Shrimps	蝦	"	58	82	80
Snapper	立	"	48	28	28
Solea	魚	"	42	22	28
Tench	魚	"	36	26	85
Turbot	魚	"	38	13	12
Turtles, small, fr. water	魚	"	120	40	—

easiest way of moving. The interpretation of the music is in the body, rather than the feet, so that the steps are the result of the body movement, and not the cause of it. That a contrary swing is a basic principle of movement is clear to anyone who has studied the movements of any animals or birds. In every-day life we see it in the contrary swing of the arms when walking, the swing of the arms acting as a compensatory movement to balance the swing of the legs.

It is obvious that this contrary swing is an ideal indoor exercise inasmuch as this movement brings into play the most important muscles of the body, that is, those of the abdomen and back. The sound condition of these muscles is most important for general health, and it is because the same ones are used in golf that so many medical men advocate it.

It is interesting to realize that dancing was part of the training of the soldier of ancient Greece, and that the fundamental swing of Greek dancing is identical with that of modern ballroom dancing.

It is hardly necessary to say that the flat-foot shuffle or tip-toe walk so often seen has no health value at all, nor for that matter of fact has it any artistic merit. The body swings in one minute of Fox-trot as many times as it does in one hour of golf.

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NOTICES.

BANK HOLIDAYS.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on THURSDAY, FRIDAY and SATURDAY, 30th, 31st JANUARY and 1st FEBRUARY (China New Year Holidays).

Hong Kong, 25th January, 1930.

UNIVERSITY OF HONG KONG.

Cantonese Class, 1930.

THE CANTONESE CLASS begins its New Term on February 1st. Class will begin on February 4th.

Intending students may register on MONDAY, February 3rd from 10.30-11.30 a.m.

The class is suitable for beginners and for students of all stages in the language.

W. R. FINNIGAN,

Registrar,
University of Hong Kong,
20th January, 1930.

NOTICE OF REMOVAL

THE INDUSTRIAL & COMMERCIAL BANK, LTD., hereby announce that they are removing to their new premises the Industrial & Commercial Bank Building at 12-14, Queen's Road, Central, and will be open for business at the above address on February 3, 1930.

By Order of the Board of Directors,

T. K. LIN,

General Manager.
Hong Kong, 26th January, 1930.

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OF TAXES**

**TRADERS' ALARM: FOREIGN
COMPETITIONS**

A GRAVE CRISIS

A general meeting of members of the London Chamber of Commerce was held recently "to consider the financial position of the country." Lord Herbert Scott, the president of the Chamber, who was in the chair, said the "council had summoned the meeting because they felt that the people of the country were entitled to know the views of business men on the present situation. The Chamber was a non-political body, but as some of the men who were responsible for the conduct of the nation's business they would be justly blamed if they failed to point out to their fellow citizens the rocks for which the ship of State was heading and the disaster which inevitably awaited them if they continued on their present course.

Lord Melchett proposed: "That this meeting of manufacturers, merchants, bankers, shipowners, and others views with grave concern the ever-growing burden of national taxation which has already rendered it difficult for British manufactured goods to compete with the products of other countries in the markets of the world, and which, if increased, could not fail to accentuate the present depressed condition of British trade. It wishes to emphasise, in the strongest possible manner, that the employment of the people and the betterment of their standard of living depend upon the prosperity of industry, and that the diversion by the State of financial resources essential to the healthy development of productive industry, when employed for non-productive social services, must defeat its own aim, by increasing unemployment and ultimately lowering the standard of living of the people."

He said the resolution was so obviously true that no speech should be required to support it. But if they felt compelled to speak in a grave crisis in our national finance, when the country was drifting to bankruptcy, it was because the doctrines laid down in the resolution were entirely disregarded, and had been for a considerable time, not by one, but he might say by all of the political parties. There was a tendency to treat Great Britain as if it were a charity organisation society, and the function of the Government to obtain votes, not by increasing the wealth and prosperity of the citizens, not by increasing their self-reliance and independence, but by handing out to them in one form or another public money in the form of bribes or doles.

New Commitments

During the past 30 years our outlay on social services had risen from 14s. per head of our population to £8, while the actual cost of these services had gone up from £22,000,000 a year to £360,000,000. The already enormous burden of State expenditure was now to be increased by about £19,000,000, owing to the present Government's commitments. None of them wished to say they did not want to see health insurance, old-age pensions, unemployment insurance, or other good things of that kind. But expenditure must have some relation to national wealth, national credit, and national industry; there was not a bottomless fund possessed by the State from which they could draw immeasurable sums. The National taxes, which were levied at the rate of £3 11s. in 1913, had risen until, in 1928, the charge was £15 per head of the population. Local rates in the same period had gone up from £1 18s. 11d. per head to £1 6s. The burden of taxes had increased very largely as a result of war expenditure, and war charges should show a progressive tendency to decrease. The taxpayer, however, reaped no benefit from any reduction in that direction, for the money saved was immediately spent by the Government on something else. A halt should be called until trade and commerce had been restored to a more normal condition.

Mr. W. W. Paine, in seconding the resolution, referred particularly to the condition of the iron and steel industry and the textile industry. He said in the present emergency he would propose a plan of which he could give only the barest outline. It was that in each of these industries advisory committees or councils should be formed from among their leading members, associated with the best available technical, financial, and accountancy advice, whose duty it would be to frame schemes of amalgamation and rationalisation upon a strict economic basis, solely with the

**LONDON POLICE AS
MODEL**

**REFORM OF NEW YORK
FORCE**

ELIMINATING CRIME

Mr. Grover Whalen, the Police Commissioner of New York, boasts that professional cut-throats and gangsters were "eliminated from the city in the first year of his administration. He has frequently admitted that he has puttered his organisation for the detection and punishment of crime upon the methods employed by Scotland Yard and the London Police Force.

Such crime as New York now has, Mr. Whalen declares, is of "spontaneous origin," and is committed chiefly by youths of 17 or 18. This year even this will be largely corrected, if not entirely eradicated, he hopes, through the operation of his new Bureau of Crime Prevention. This will employ social workers, educators, and psychiatrists to deal with youthful delinquents so that eventually New York may become a "crimeless city."

The commissioner, who before his appointment was a high officer of one of America's largest department stores, says that he has reorganised the New York police on business lines, and placed it under the direction of first-class executives with directions to give "police service" to the public. When taking office he found a crying need for education in the force. Now he has established a police college in which he hopes to develop a well-planned curriculum to meet the needs of the modern detective as well as the uniformed policeman so that they may be scientifically equipped to cope with modern crime.

Next to efficiency Mr. Whalen demands courtesy, and he assures the peaceful citizen that he need no longer fear unwarranted bludgeoning or verbal abuse from members of the force.



Half a century ago Albertina Gallatin Childs was the leading lady of Joseph Jefferson, one of America's best loved actors. A few weeks ago Edwin Dobson Childs, son of the late actress, repaid the compliment by taking as his "leading lady" for life Miss Cynthia Carol Corlett, great-granddaughter of Joseph Jefferson.

view of attaining at the lowest possible cost the maximum efficiency of production. The area or the unit to be covered by each council or committee might be geographical or otherwise according to the particular circumstances of the industry. On schemes being worked out by the advisory committees or councils they would be presented to the Trade Facilities Committee, and if approved by them, the Government should be prepared to guarantee the principal and interest of the money required to be raised as a prior lien upon the whole of the properties and assets included in any scheme. In other words the credit of the State should, in this grave emergency be used for the prosperity of the great export trades.

Sir James Martin, supporting the motion, referred to the position of the national Exchequer to-day, and said income-tax was down by £396,000, estate duties by £1,620,000, stamps had decreased by £2,520,000, and excise by £4,900,000. The only item of ordinary revenue which showed any increase was Customs, in which there was an advance of £568,000, and the Chancellor of the Exchequer was considering whether he could not abolish the Customs duty which produced that little surplus.

The resolution was carried with two dissentients.

A story of how General von Lettow-Vorbeck has just recovered his Iron Cross from the British War Office, into whose hands it fell during the war, was told by Sir Ian Hamilton at Birmingham.

**WOODEN LEG AS
BANK**

**£17,600 REVEALED BY SECRET
SPRING**

MISSING FORTUNE FOUND

The unusual use of a wooden leg as a savings bank was discovered at the Polish Consulate in Vienna.

Three years ago Polish subject, Noah Goldberg, whose uncle is a Rabbi in New York, died in a Vienna hospital. After his death a sum of £600 (£120) deposited at his hotel was used to pay the hospital and funeral expenses. The relatives knew that Goldberg had a considerable fortune, but all effort to trace it proved unavailing. The relatives requested a re-examination of the deceased's trunks and clothing deposited at the Polish Consulate in Vienna. The search only brought to light \$300 (\$60).

A Consular official named Wiedner, who wears a wooden leg, was trying on the wooden leg of Goldberg with a view to buying it if he found it suitable. He accidentally touched a spring disclosing a number of thousand-dollar bills, amounting to the large sum of \$88,000 (£17,600). The Consulate has informed the American relatives of the fortune that awaits their instructions.

STANDARD TIMES

**Sunrise and Sunset In
Colony**

Sunrise and Sunset in Hong Kong for February (Standard time of the 120th Meridian, East of Greenwich), are as follow:—

February	Sunrise	Sunset
1	7.03 a.m.	6.12 p.m.
2	7.03	6.12
3	7.02	6.13
4	7.02	6.13
5	7.01	6.14
6	7.01	6.14
7	7.00	6.15
8	6.59	6.16
9	6.59	6.16
10	6.58	6.17
11	6.58	6.18
12	6.57	6.19
13	6.57	6.19
14	6.56	6.20
15	6.56	6.20
16	6.55	6.21
17	6.55	6.21
18	6.54	6.21
19	6.53	6.22
20	6.52	6.22
21	6.51	6.23
22	6.50	6.23
23	6.50	6.24
24	6.49	6.24
25	6.49	6.25
26	6.48	6.25
27	6.47	6.26
28	6.46	6.26

HISTORIC JEWELS STOLEN

Valuable jewels and heirlooms were stolen from Wroxton Abbey, the Banbury seat of Lord North. The articles included:

The insignia of the Order of the Bath.
A miniature of Lord North who was Premier in the reign of George III.

A gold ring which had belonged to Queen Caroline.

A medal given by a Cardinal of York to Thomas Coutts.

Rare snuffboxes, watches, and other silver and jewelled articles.

Two housemaids, at an early hour, found the library door locked from inside and the dining-room in disorder. When the library was entered it was found ransacked.

An old Royalist badge, the gift of Charles I., was not taken. It was found in an envelope under the table, and the thieves evidently did not know its value.

A member of the family said that some of the stolen articles were not of great intrinsic value, but were, to the family, very precious, and could not be replaced. The nature of the articles, it was stated, will make it very difficult for them to be disposed of.

It is believed the burglars entered the house through a dining-room window. Nobody in the house was disturbed.

Lord North, who is 93, is the oldest peer.



Mrs. Mildred Richardson Hill, former stage star, who has died suit for divorce from Walter Hill, youngest son of the late James J. Hill, rail millionaire, in Livingston, Mont.



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The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—
Arsenio Siy, c/o Savoy Hotel, from Manila.

Howard Somersets, from Birmingham.

Socrug, from Shanghai.

S. LACK,
Superintendent.
Hong Kong, January 29, 1930.

**THE GREAT NORTHERN
TELEGRAPH CO., LTD.,
OF DENMARK**

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—
Peninsular, Kengelbacher, from Vladivostok.

Hoyt, Hong Kong & Shanghai Building, from Stamford, Conn.

Akwepile, from Shanghai.

Hahak Shan, from Swatow.

Namoy, from Osaka.

Wingo, from Tientsin.

S. L. Kwok Co., from Goeteborg.

F. V. JESSEN,

Superintendent.
Hong Kong, January 22, 1930.

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Pain immediately relieved by the safe form of aspirin

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TABLETS**

all little one when the stomach is out of order, or the child is troubled with constipation, colic, feverishness, croup or cold. These pleasant tasting little Tablets likewise ease the pains of teething, check diarrhoea, expel worms, send the child off quickly into a calm health-giving sleep simply by dispelling the causes of its fretfulness and unrest.

Chemists everywhere sell Baby's Own Tablets, or post free, 60 cents per cyal, from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

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 KOREA MARU Thursday, 6th February.
 SHINYO MARU Wednesday, 19th February.
SEATTLE, VICTORIA via Shanghai & Japan Ports.
 SIBERIA MARU Wednesday, 19th February.
 SHIDZUOKA MARU Friday, 28th February.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.
 HAKUSAN MARU Saturday, 8th February.
 KITANO MARU Saturday, 22nd February.
SYDNEY & MELBOURNE via Manila & Ports.
 KAGA MARU Wednesday, 19th February.
 TANGO MARU Wednesday, 26th March.
BOMBAY via Singapore, Penang, & Colombo.
 BENGAL MARU Friday, 31st January.
 TAMBA MARU Tuesday, 11th February.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.
 RAKUYO MARU Sunday, 2nd February.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
 BINGO MARU Wednesday, 6th February.
NEW YORK, BOSTON via Panama.
 ATAGO MARU Friday, 31st January.
 KUMA MARU Thursday, 13th February.
LIVERPOOL via Port Said, Constantinople, Genoa.
 DELAGOA MARU Monday, 17th February.
CALCUTTA via Singapore, Penang & Rangoon.
 CALCUTTA MARU Saturday, 8th February.
SHANGHAI, KOBE & YOKOHAMA.
 KANAGAWA MARU (Mojil direct) Friday, 31st January.
 KAMO MARU Tuesday, 4th February.
 MURORAN MARU (Chemulpo direct) Tuesday, 4th February.
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O. S. K.

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LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.
HAWAII MARU Tuesday, 25th February.
BOMBAY—Via Singapore & Colombo.
HONOLULU MARU Tuesday, 4th February.
 * (Proceeds to Karachi.)
SHINOH MARU Wednesday, 19th February.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.
CHICAGO MARU Friday, 7th February.
CALCUTTA—Via Singapore, Penang & Rangoon.
SEATTLE MARU Saturday, 1st February.
KASADO MARU Saturday, 18th February.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.
AFRICA MARU (From Shanghai) Sunday, 2nd February.
MELBOURNE—Via Manila, Brisbane & Sydney.
HIMALAYA MARU Friday, 7th February.
HAIPHONG—Via Hoihow & Pakhol.
MENADO MARU Thursday, 6th Feb., 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.
KEELUNG—Via Swatow & Amoy.
CANTON MARU Sunday, 2nd February, Noon.
TAKAO—Via SWATOW & AMOY.
TAKAO & KEELUNG.
BATAVIA MARU Saturday, 8th February.
 For further particulars please apply to—OSAKA SHOSEN KAISHA.
 Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

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SHIPPING SECTION.

FUTURE OF EMPIRE TRADE

SIR A. ANDERSON ON POSITION IN AUSTRALIA

ORIENT LINE PROGRESS

London, Dec. 21, 1929.
 Presiding over the annual meeting of the Orient Steam Navigation Company, Sir Alan G. Anderson (the chairman) not only revealed the prosperity of the Orient Line, but analysed the situation of Anglo-Australian shipping and trade developments. The Chairman, in moving the adoption of the report and accounts, said:—

In order to make comparison easy we alter the form of our account as little and as seldom as possible, but this year you will notice changes due to the new Company Law. Our investments are now separated and shown as:— Fleet, premises, &c., £3,450,000; investments, £1,817,000—a total of £5,267,000, which is roughly £100,000 more than the single item fleet, plant, and investments shown in the balance-sheet last year. Each of these two items of investment has been fully written down. On the other side of the balance-sheet the creditors are £170,000 less than last year, because during the year we have paid off part of our debt to builders for new tonnage.

Our profit and loss account shows that the profit on the year's working was £391,000, as against £450,000 last year and £395,000 the year before. As things have been and are, and still more as things are about to be, we hope this will seem to you a good result. I do not wish to prophesy evil, but whatever you may think about this result, I am afraid that, when you look back in twelve months' time, you will think it was very good. We ask you to approve allocations, pensions reserve £25,000, general reserve £125,000, which follows previous practice.

Economy of Modern Steam Engine
 As to the details of expense, I have nothing of special interest, except perhaps to call your attention to the remarkable economy of the modern steam engine. After allowing for the difference between oil and coal our new 20,000 ton steamers burn rather less per mile than our 12,000-ton steamers built 20 years ago. Our Ormonde is only 12 years old, but the gain in economy has been so rapid that we have this year replaced the turbines of Ormonde, and the fuel we save will pay for the new turbines in some three years.

During the year Messrs. Vickers, of Barrow, delivered the Orontes, and she is now on her first voyage. We now have five of these 20,000-ton ships. The more I voyage on them the more grateful I am to their builders (Messrs. Vickers built four and Messrs. John Brown one), and to our officials and colleagues who, with the builders, took infinite pains over their details.

It is a large order for a small company like us to organise five new ships in six years, but our commanders, officers and men, with the help of our staff in London and Australia, have tackled the problem with goodwill and,

although we cannot always escape blame, we hear much more praise. In particular I noticed on every ship that the officers and men were quite obviously doing their best to make passengers comfortable, and this is just the welcome we all want when we travel. I have been to Australia twice in the last three years.

Successful Cruises
 Our revenue, as you know, is derived mainly from passengers. We served 6½ million meals last year. Of the passenger revenue we derive approximately half from third class. Almost all our third-class passengers travel on business and pleasure to and from Australia. Of our first-class passengers, last year only half in number could be described as through traffic with Australia. We ran 11 cruises and, except for one mishap, about which you heard 12 months ago, they were a success, and we had much praise from passengers to pass on to the ships' companies. Cruises never show enough profit to pay the full hire of a ship, and the number of cruises offered this year out-distanced the demand. In 1929, for instance, the berths offered for Mediterranean cruises exceeded by 50 per cent. the berths offered in 1928, with the natural result that some ships went very short.

Australian Progress
 In these various ways we attract business and pleasure travel to the sea and to supplement the revenue from our main trade with Australia, but our chief concern in looking ahead is the barometer of British and Australian prosperity, which are so closely linked in trade, is the barometer set fair, although no one who visits Australia from time to time can fail to see how fast she has grown. In proof of this I gave you some figures last year, and will not repeat them. England cannot show such clear signs of progress. British trade is complex, and we have suffered so much in some great staple exports that we may overlook our general well-being.

Under the Empire Settlement Act, Australia in each of the years 1925 and 1926 received some 32,000 settlers. In 1928 only 20,000 were sent, and until conditions improve even this reduced figure will shrink. As expensive ships have been built to carry a present 32,000, and the increase which was expected, it is evident that for some years third-class accommodation will far exceed the traffic, while with her decreased buying power and increased tariff, the space offered for cargo to Australia will exceed the cargo by even more than it has recently.

In England we have a similar situation. Almost inevitably, as industry spreads in new countries, the share of old countries shrinks. In 14 years since 1913, the United Kingdom's share of world exports has fallen 18 per cent. and of world trade 3½ per cent. Excluding the United Kingdom from Europe, Europe's share of world exports has fallen 17 per cent., rather more than ours.

Looked at from outside, the partial bankruptcy of a rival country appears as a direct gift to its exporting nationals, and we have suffered severely from the currency collapse and low wages of our neighbours, but even bankruptcy can be carried too far, and Russia in her distress lost two-thirds of her trade. In the result, our export trade seems to have suffered less than the trade of Europe, either because of or in spite of these miseries, so perhaps, after all, a stable currency and a contented people have an economic value.

In 1928 the total exports of United Kingdom goods were, in volume, 80 per cent. of 1913 exports, but if coal and cotton are reserved for special treatment, and excluded from the figures, the remainder of the United Kingdom goods exported rose in value from £348,000,000 in 1913 to £507,000,000 in 1928, or 145 per cent., while the Board of Trade index of wholesale prices rose only to 140 per cent. of 1913. Apart, therefore, from coal and cotton, our sales increased in those 15 years by a value greater than the index of goods we consumed.

Loss of Coal Exports
 Costs in Australia are high, wool and wheat prices have fallen, and exports are hard to sell at a profit. Australia once sold coal all over the Pacific; at present, costs she sells no coal abroad—for the same reason of high cost. England proposes to tax her domestic users of coal in order to sell coal to her foreign competitors below cost. In this country on export we have copied

Australia, whose natural export of butter must at present costs be helped by a bounty. The amount that Australia has available to spend abroad, adding together her exports and loans to her from overseas, will next year probably fall short of the amount disposable in recent years by at least £30,000,000, or 17 per cent. I saw a much bigger figure the other day.

Nor can the United Kingdom show a very healthy trade balance. Looking back on economic history, it seems that when our sky clouds, Australia has a bad time, too, and history is repeating itself. We and Australia are suffering from the same complaint, and perhaps must take the same medicine. Here and in Australia costs are too high or production is not high enough. Admitting all the more comforting features, we have the disquieting fact that our staple industries, coal, cotton and steel, are in sorry plight, and, if these fall, we shall find it increasingly difficult to keep our overseas trade and to feed our people.

Free Nations
 These two free nations, Australia and Britain, agree in having carried democratic liberty to its logical extreme. We and they seek good wages, reasonable leisure and comfort. We and they spend generously to help the young and the old. We agree in this policy, but to pay our bills we must sell our goods, and low production will not pay high costs. When, by a common effort of employers and employee, Great Britain and Australia can once again produce their main staple exports at the right price, our health will have returned and the strength of each will help the other.

Prosperity is catching, and spreads even faster from one relative to another than between strangers. An active clan spirit helps the whole clan. Our own folk in the British Dominions produce food and raw material we need in Great Britain and it is good business as well as good feeling to buy from them. For these essential supplies it is safer to rely upon fellow-citizens than upon foreigners, and our kinsmen are our best customers. These are strong arguments, but I am not sure that the policy is yet ripe for electoral propaganda. Much as we resemble each other in our methods, our fortunes and our ideas, we and the Australians are in fiscal policy antipodean.

Of British voters, the few who read statistics will remark that the two largest purchasers of our exports are India and Australia, the one with teeming millions, the other with few but very friendly buyers—long may their number and the friendship grow! Third and fourth come the United States and Germany. In 15 years from 1913, in spite of the marvellous prosperity of the United States and our great burdens, our purchases from the United States have grown more than twice as much in value as our sales to them have grown. Our trade with the United States is of great value, but one Australian buys as much of our goods as 22 citizens of the United States. What deduction the few who read statistics will draw from them may perhaps depend on where they read them, and it may be that "after much argument about it, they will go out by the same door that in they went"—a door labelled

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(rightly or wrongly) Free Trade in Britain and Protection in Australia. The many British voters who dislike statistics, but love the "big loaf" and the "free breakfast table," may be as scared as Red Riding Hood when they see a tariff for them under the name of Free Trade for the Empire. How will they vote? Will they assure themselves a regular food supply from friends, or will they fear the tariff as a wolf greedy to gobble up their big loaf and them? The Australian voter is a protectionist. Protected secondary industries employ as many Australians as the whole primary production. Will these protected wage-earners vote to remove their

protection even to help British manufacturers? Will they risk putting themselves out of work? To them Protection is the grandmother and Free Trade the hungry wolf. But, even if the policy of the clan needs more thought before an inspiring ideal becomes a political programme, we may be permitted to hope that the forthcoming Imperial Conference will not only bring us closer to one another in trade policy, but will also remove friction which may sooner or later drive us apart. Neither Great Britain nor Australia need wait for the Imperial Conference to check the ascend-

(Continued on Page 5.)

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S. S.	Tonn	From Hong Kong About	Destination
MANTUA	10,946	1st Feb.	Bombay, Marseilles & London.
KARMALA	9,128	15th Feb.	Marseilles, London, Hull, Rotterdam & Antwerp.
*KIDDERPORE	5,334	19th Feb.	Straits, Colombo & Bombay.
MACEDONIA	11,120	1st Mar.	Marseilles & London.
KASHMIR	8,985	8th Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KALYAN	9,144	15th Mar.	Marseilles, London, Hull, Rotterdam & Antwerp.
*ALIPONE	5,273	19th Mar.	Straits, Colombo & Bombay.

* Cargo only.

Frequent connection from Port Said for Passengers and Cargo to
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BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	8th Feb.	Singapore, Penang & Calcutta.
*SHIRALA	7,841	13th Feb.	Singapore, Penang & Calcutta.
TAKLIWA	7,936	23rd Feb.	Singapore, Penang & Calcutta.
TELAWA	10,006	27th Feb.	Singapore, Penang & Calcutta.
TALAMBA	8,018	14th Mar.	Singapore, Penang & Calcutta.

* Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

		1930	
*TANDA	6,956	28th Feb.	Manila, Sandakan, Thursday Island,
ST. ALBANS	4,500	4th Apr.	Townsville, Brisbane, Sydney &
NELLORE	6,853	2nd May	Melbourne.

* Calls Port Holland.

* Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo,
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dications offers.

Frequent connections from Australia with the following:—
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The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

		1930	
MACEDONIA	11,120	1st Feb.	Shanghai, Moji, Kobe & Yokohama.
		10 a.m.	
TANDA	6,966	4th Feb.	Moji, Kobe, Osaka & Yokohama.
TELAWA	10,006	6th Feb.	Amoy, Moji, Kobe & Osaka.
*ALIPONE	5,273	9th Feb.	Shanghai, Moji & Kobe.
KALYAN	9,144	15th Feb.	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	8,018	21st Feb.	Amoy, Moji, Kobe & Osaka.
RAWALPINDI	16,619	28th Feb.	Shanghai, Kobe & Yokohama.
TAKADA	6,949	7th Mar.	Amoy, Moji, Kobe & Osaka.
ST. ALBANS	4,500	14th Mar.	Moji, Kobe, Osaka & Yokohama.
MALWA	10,980	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
*NAGPORE	6,293	17th Mar.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	22nd Mar.	Amoy, Moji, Kobe & Osaka.
*BELTONA		27th Mar.	Shanghai, Moji, Kobe & Yokohama.
* Cargo only.			

* Cargo only.

All dates are approximate and subject to alteration without notice.

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Estimates furnished on application.

FUTURE OF EMPIRE
TRADE

(Continued from Page 4.)

ing spiral of costs which now so
seriously hampers the great export
trade of both countries—if no
other reason moves them, perhaps
they will both remember that any
lag in their progress damages the
Orient Line.

\$5,000,000 on New Ships
We have recently invested some
\$5,000,000 in ships to carry pas-
sengers and goods between
Europe and Australia. Our profit
is at best a small fraction of our
total revenue; if our revenue is
reduced by that small fraction and
our costs remain the same, our
profit vanishes. To restrict im-
ports to Australia—and, still
worse to restrict the flow of pas-
sengers—seriously adds to the
cost of sending overseas every
ton of wheat and wool, butter and
fruit.

On all grounds, it is very evi-
dent that Australia and Great Bri-
tain and the British Empire are
concerned to find promptly the
answer to the question that our
competitors put to the British
Empire. Can we, with a proud
record in peace and war, with the
best human stock in the world—
can we, with our freedom and de-
mocratic control, produce bulk ex-
ports at the world's price, and, if
not, how do we expect to sell our
goods? In this great effort to
improve production and to reduce
costs here and in Australia, it is
evident that employers and em-
ployee must work together, and I
hope, equally evident that Great
Britain and Australia must, in
their common interest seek the
strength that springs from close
co-operation.

During the year I visited Aus-
tralia with a delegation of ship-
owners at the invitation of the
then Prime Minister of the Com-
monwealth, to discuss the cost of
transport and its effect on trade
with the exporters and importers
of Australia. Together we set
up an organization at all the chief
ports of Australia to translate our
general ideas into specific sugges-
tions and to recommend them to
the public. In the last few days
we have had the good news that
the surplus revenues of the great
port of Sydney are in future to
be handed back to the port, and
that the burden of income tax in
New South Wales is to be reduced.

Naturally, on our short visit,
my colleagues and I could do no
more than help our Australian
friends to start a work which only
they can carry out, but we had
the privilege of making friends
with our principal customers and
with the chosen representatives of
the overseas shipowners in Aus-
tralia. Although we met to dis-
cuss that awkward topic, a rise of
freights, Mr. Bell, Mr. Trethowan,
and their colleagues on the Aus-
tralian side readily agreed to
work with us to reduce the un-
necessary cost and burden of
transport which concerns them
and all Australia.

The Chairman, in conclusion,
proposed the following resolution:—
"That the report of the manag-
ers for the year ending June 30,
1929, together with the balance-
sheet and profit and loss account
appended thereto, be and the same
are hereby approved and adopted;
and that the transfers out of the
profits of the years of £125,000 to
general reserve account and
£25,000 to pensions reserve ac-
count be and the same are here-
by sanctioned; and that a divi-
dend at the rate of 12½ per cent.
free of income tax, on the Ordinary
shares as recommended by the
managers be and the same is here-
by sanctioned."

This was seconded by the Hon.
Alexander Shaw and carried.
Votes of thanks to the chairman,
directors, and staff terminated the
proceedings.

MOVEMENTS OF STEAMERS

The M.V. Esquiline is expected
here from Saigon on February 3.
The M.V. Romolo sailed from
Massawa on January 28, and is
expected here on March 2.
The M.V. Col di Lana sailed
from Karachi on January 24, and
is expected here on February 16.
February 14 (Fri.) at 8 a.m.

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TAIPING	11th March	18th March
CHANGE	11th April	18th April

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Destination	Steamer	Sailing
Tiau via S'ow & S'hai	KWONGSANG	Sun., 2nd Feb. at 7 a.m.
Tiau via S'ow & S'hai	CHAKSANG	Wed., 6th Feb. at 7 a.m.
Tiau via S'ow & S'hai	KWANGSANG	Sun., 10th Feb. at 7 a.m.
Tiau via S'ow & S'hai	FOOSHING	Wed., 12th Feb. at 7 a.m.
Osaka via Amoy, Moji & KUTSANG	—	Tues., 11th Feb. at 7 a.m.
Osaka via Amoy, Moji & YUENSANG	—	Tues., 18th Feb. at 7 a.m.
Osaka via Amoy, Moji & SUISSANG	—	Wed., 26th Feb. at 7 a.m.
S'pore, Penang & Calcutta HOSANG	—	Thurs., 13th Feb. at 3 p.m.
S'pore, Penang & Calcutta KUMSANG	—	Tues., 18th Feb. at 3 p.m.
Sandakan, Malacca, HINSANG	—	Thurs., 6th Feb. at Noon
Sandakan, Malacca, MAUSANG	—	Mon., 24th Feb. at 3 p.m.
Tientsin via Swatow	CHIPSING	Sun., 6th Feb. at 7 a.m.

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In many lines of Merchandise the
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important factor. In practically
every line of exports the shippers
and consignees alike are anxious for
quick delivery.

With the foregoing in mind, the
American Mail Line and Dollar
Steamship Line have shortened the
time in transit from Hong Kong to
Victoria and Seattle by three days.
The vessels will leave Hong Kong
on the same schedule as in the past
—namely every alternate Tuesday—
but by cutting down the time in
port at Shanghai and Japan ports,
the vessels will now arrive at
Victoria and Seattle on the eight-
teenth day after leaving Hong
Kong instead of on the twenty-first
day as heretofore.

BRITAIN & FRANCE

(Continued from Page 1.)

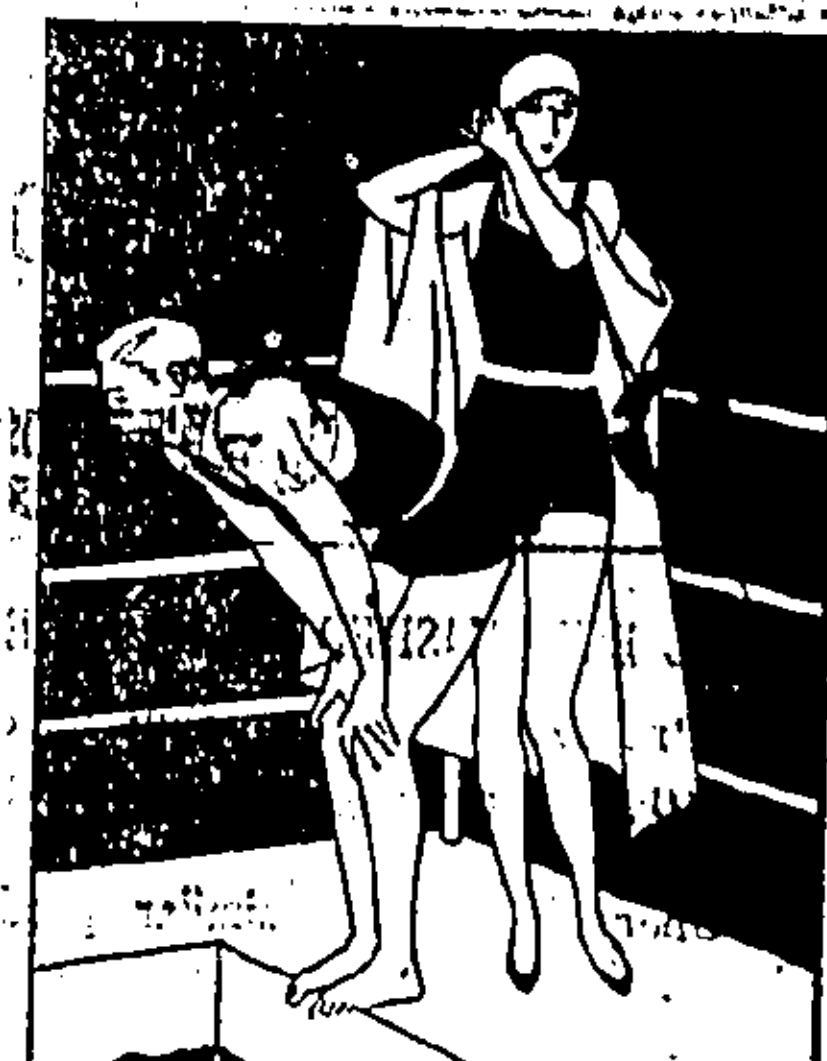
to be composed of representatives
to be appointed by the nations
represented in the Conference,
with directions to examine care-
fully the possibilities and probable
effect of such methods, with re-
ference to the fleets of the respec-
tive nations, and to report their
views to the Conference through
the chiefs of the respective dele-
gations. Mr. Stimson added that,
in putting forward the motion, he
was not proposing in any way to
suspend the informal discussions
between the various delegations.
Mr. Hugh Gibson, who was chair-
man of the Three Power Naval
Conference of 1927 and chairman of
the American delegation to the
Preparatory Commission on Dis-
armament, reviewed the progress
made at the earlier conference in
examination of questions which
would be before the committee
proposed by Mr. Stimson.

Closing the Gap

He pointed to the progress made
since 1926 and expressed the belief
that this past experience would
prove of great value in assisting
the committee to close the gap be-
tween those lesser naval Powers who
favoured limitation by global ton-
nage, and those who favoured
limitation by categories which had
the support of Britain, America
and Japan.

The resolution was adopted and
the plenary session then concluded.
After the Conference Mr. Ramsay
MacDonald expressed the view to
Press correspondents that they were
within measurable distance of solu-
tion of the problem of category
tonnage, versus global tonnage, and
that the committee would present
the agreed report.—British Wireless
Service.

The P. & O. s.s. Mantua left
Shanghai for this port on Janu-
ary 28 at 4 p.m., and is due here
on January 31 at about 6 a.m.
The C.P.S. R.M.S. Empress of
Australia, R.W. Cruise, left
Batavia on January 28 (Tues.) at
7 p.m., was due at Batavia on
January 30 (Thurs.) at 6 a.m.,
and is due at Hong Kong on
February 14 (Fri.) at 8 a.m.



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before dinner adds zest to
the enjoyment of your voyage.

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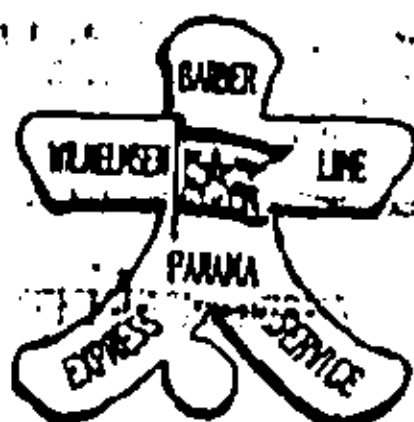
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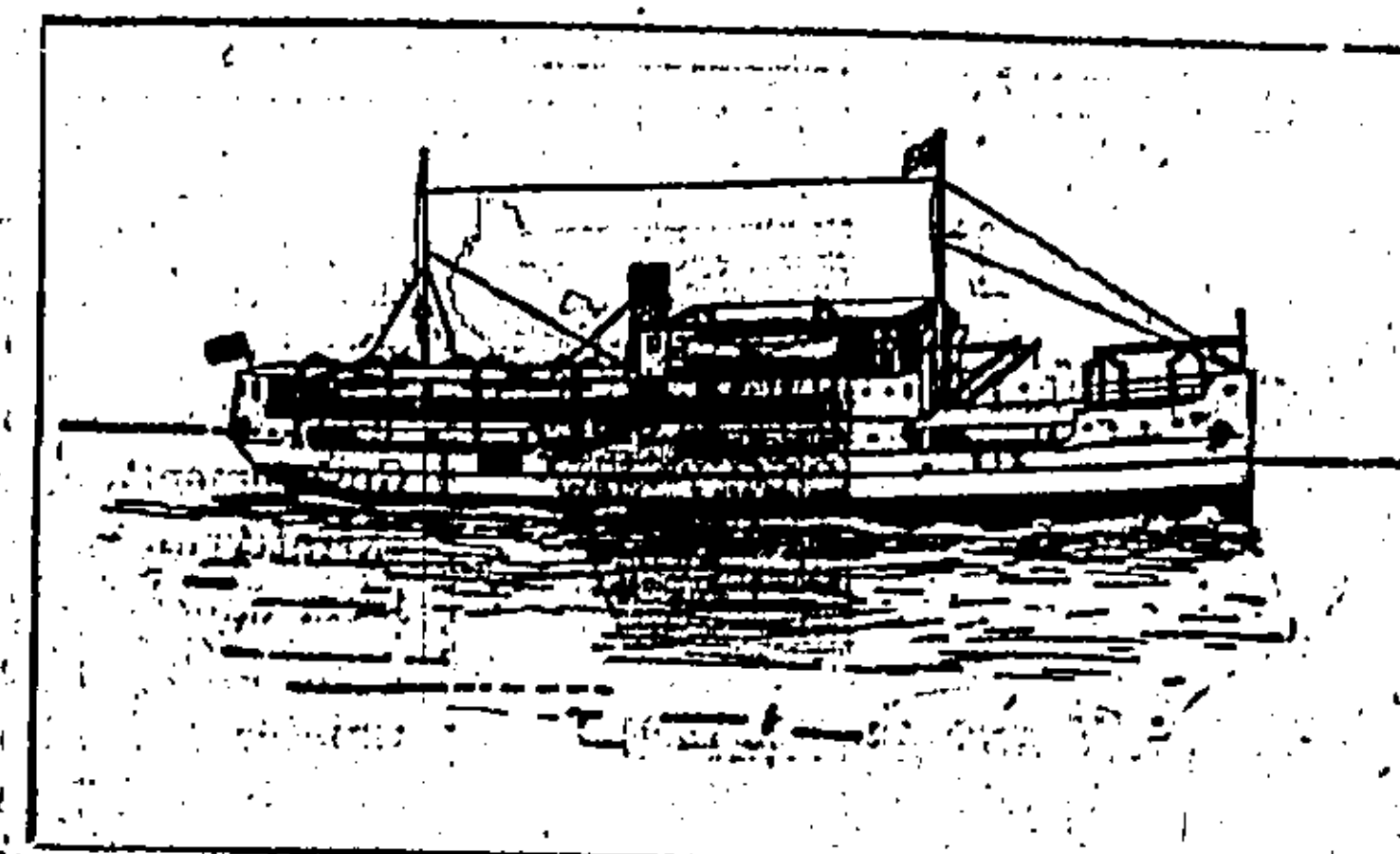
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Hong Kong, Friday, Jan. 31, 1930.

"SERIOUS INCIDENT"

The China Mail has been placed in possession of additional authentic details in regard to what has been called the "extrajudicial test case" in Hankow. These fresh details lift the incident on to quite a different plane from that on which it stood through the scanty information cabled by Reuters Agency to the Hong Kong newspapers. The admitted facts disclose that Pay-Commander McBride, of the Naval Office, was driving a motor-car in the ex-German Concession of Hankow with his wife when a Chinese boy, aged sixteen, collided with a riksha, and swerved right in front of the motor car. As a result of this accident the unfortunate lad was killed. Commander McBride, however, had to suffer the indignity of being taken to a Chinese police station, where he was told that under the "new instructions"—that is, the Government's announcement that extrajudiciality was abolished from January 1—he would be dealt with in accordance with Chinese law. The British Consul intervened, and was told the same thing. Fortunately, however, the Mayor of Hankow had recently returned to the ex-Russian Concession, and on the British Consul-General explaining to him what had occurred the Mayor gave orders that the Commander should be released on the Consul-General's assurance that he would be available when wanted. In the meantime, however, Commander McBride and the Consul had been

informed at the Public Safety Bureau, in the native city, that the new law must take its course and they were requested to go to the Police Court for the purpose of fixing up bail! This request, although repeatedly made by the Bureau, was refused. The Consul pointed out that to detain a British naval officer at the very moment when extrajudiciality negotiations were being conducted in Nanking might be of serious consequences, and not likely to help those negotiations. The Bureau officials were also apparently impressed by the fact that to make an incident concerning a British naval officer the first test case would be undesirable. It was eventually decided to consult the Mayor and only then was Commander McBride allowed to proceed home, three hours after the accident had occurred. It was perhaps fortunate that the Mayor happened to be available, as if there had been only subordinate officials to deal with they would have acted literally upon Nanking's edict and refused to release the British naval officer from illegal custody. And if he had not been a naval officer there can be little doubt that the so-called new Chinese law would have been allowed to take its course and a British subject taken to a jail in the native city (if he had refused to find bail) and perhaps incarcerated there for days if not weeks before being called to the bar of "Justice."

It is little wonder that in the House of Commons Sir Kingsley Wood should have described the matter as a "serious incident." The Secretary of State for Foreign Affairs could—or would—do more than promise "to enquire into the matter and see what could be done." As we hinted on Tuesday in this column there is little doubt that he has been anticipated by the British Legation officials and a further question, in the Commons, after Sir Miles Lampson reaches Nanking ought to be productive of something more tangible than was mooted out to Sir Kingsley Wood last Monday. The extrajudicial rights of British subjects have not been abolished and the sooner the Chinese officialdom in Hankow or any other part of China realises the fact the better will it be for China's future relations with Great Britain. And in the present temper of Chinese officialdom in spite of the fact that extrajudicial conversations are actually proceeding at the moment, it would be well to advise all British subjects in China to do their utmost to avoid even trivial trouble that could be mag-

nified into a breach of Chinese law. If they adopt this course they can safely rely on the British Government giving them the fullest possible protection in upholding to the utmost limit all their rights of extrajudiciality.

News in Brief

The roll of certified midwives is published in the Government Gazette.

It is notified that the officer hitherto known as the Assistant Colonial Secretary will in future be known and styled the Principal Assistant Colonial Secretary.

Thirty hawkers from the vicinity of Argyle Street and Canton Road appeared before Mr. Whyte-Smith, at the Kowloon Magistracy on charges of causing an obstruction. It being alleged that they had abused the privileges granted by the Police. His Worship fined 25 defendants \$1 each, and cautioned one man who had spent one night in the cell.

Sentence of three months' hard labour was imposed by Mr. Whyte-Smith at the Kowloon Magistracy on a foki of a junk, who admitted a charge of larceny of a quantity of property and money stolen from two boxes which were being transported on the junk. The accused's father, the master of the junk, was also charged but was acquitted owing to lack of evidence.

The British Minister to China, accompanied by his son Graham, has left Hong Kong on H.M.S. Hermes direct for Nanking, where Sir Miles Lampson will resume his negotiations with the Chinese Government in regard to the rendition of Wei-hai-wei and the suggested abolition of extra-territoriality. Mr. Sterndale Bennett and other members of the Legation staff also left on the Hermes.

The Hong Kong Telephone Company requests subscribers to visit the main lounge at Lane Crawford's in order to become conversant with the working of the automatic system shortly to be introduced. As the success of the new method of working depends more on those who handle the instruments than upon any other factor, everyone to whom the automatic system is unfamiliar should take advantage of this opportunity for a demonstration of its working.

At the Dockyard Recreation Club Mr. G. R. Moore, of the Expense Accounts Department, was presented with a silver teaset, decorated with scenes of Chinese life in relief. The presentation was made by Mr. C. C. Telfer, Assistant Expense Accounts Officer. Mr. Moore was also the recipient of a blackwood tray, inlaid with a Chinese seascape in silver, from the Officers' and staff of the Expense Accounts Department. He leaves for Chatham on the P. & O. s.s. Mantua, to-morrow.

TENDER ACCEPTED

It is notified that the following tender has been accepted:—
Messrs. Kwong Hip Lung.
\$1,850 for the repair of motor launch Lilla.

MEN, WOMEN, AND AFFAIRS

Keeping Fit in China: Cricket "Service": A Popular Cleric: Training in Sail: A Genial Law Lord

Shanghai's Physical Friends

THE Physical Culture Academy, operated by Professor L. Knigge at 11 Seymour Road Shanghai, is becoming one of the most popular places in town in which to spend the early evenings. The gymnasium is filled morning and evening by ladies and gentlemen of all ages getting themselves into fine physical condition. Every evening a number of interested spectators watch the pupils exercising. The Professor is training a number of his pupils of both sexes for a big combined gymnastic and sports meeting, which he intends staging in the near future, and will offer gold and silver medals, and a diploma, to the winners and runners up of every event which will include wrestling, boxing, fencing, weight lifting and gymnastics. Many well known faces will be seen among the competitors, as most of his pupils are from the various offices in the City. Prof. Knigge himself is training hard daily to make an attempt on the world's middleweight lifting record. At present this is held by a Frenchman who, at the last Olympic games, lifted and pressed 225 lbs. The Professor has been able to lift and press 224 lbs. and at the forthcoming meeting he hopes to be able to beat the world's record.

The Perfect Butler

LORD EBBINGHAM, who presided at the Old King's Club dinner recently, in connection with the King's

HAICHING-PIRACY SUSPECTS

RESPONSIBILITY FOR LOCKED
GRILLES

A NEW COMPLEXION

During the proceedings at the Central Magistracy on Wednesday in connection with charges arising out of the attempted piracy of the s.s. Haiching, Mr. E. Kewell, second engineer, said that he was awakened shortly after 1 a.m. by the noise of shots and the ship's siren. He went to Mr. Woodward's cabin and found it empty. He then made his way to the bridge. He was not armed, and was not in any way molested. He had a revolver in his cabin.

Witness took part in the defence of the ship. He thought the pirates gained access to the deck through the bunkers. The bunker hatch opened on the forward 'tween decks. There were grilles and locks over the bunker hatches, and the keys were generally kept in the engine-room. There was no routine order about keeping those hatches closed.

Captain's Orders

Capt. Farrar: I think, Your Worship, that the witness does not quite understand the point. I issued standing orders to the officers and engineers stating that the chief engineer was responsible for locking the doors of the engine room and hatches.

The Magistrate (to Mr. Kewell):—You were on watch when you left port. Did you consider it your duty to make yourself personally acquainted to see if the grilles, hatches, and man-holes were locked?—No, I did not regard that as one of my duties, neither did I regard it as any other officer's duty.

The last time he saw the bunker hatches was at Amoy, the day before the piracy, and they were locked, although the grilles were not locked.

After the witness had replied to further interrogations concerning this, Mr. Hamilton said "I don't think we will bother any more. It is perfectly obvious that these grilles never were locked. I think Mr. Kewell has only a vague idea about it."

Mr. Andrews:—The cook is going to say that it was not an unusual sight to see the grilles and bunker hatches open.

Mr. Kewell:—Quite right. I say the same thing.

Captain Farrar said that he twice issued standing orders, which every officer signed.

Mr. Kewell said he never signed them.

Captain Farrar said he always understood the chief engineer kept the keys.

The Magistrate said it appeared there was some sort of misunderstanding in the engine room.

Captain Farrar emphasised that his standing orders were very explicit.

After the evidence the proceedings were again adjourned.

A early General Election, in view of the increased friction between Liberals and Socialists, is considered improbable in responsible quarters, at all events until after the Budget.

GANDHI LAYS DOWN THE LAW

NO DISOBEDIENCE IF BRITAIN
ADOPTS HIS REFORMS

"ABOLISH THE C.I.D."

Bombay, Yesterday.
Writing in "Young India," Gandhi says that there will be no further talk of civil disobedience if Great Britain initiates the reforms he suggests, including the total prohibition and reduction by half certain taxes and salaries in the higher grade of service, a protective tariff on foreign cloth, the abrogation of the sedition section of the Penal Code; an amnesty for all politicals except murderers, and the abolition of the Criminal Investigation Department.—Reuter.

BRITAIN'S WORST ENEMY

RED PLANS TO SPEED REVOLT
IN THE EMPIRE

A GREAT OFFENSIVE

Riga, Yesterday.

A resolution urging the speeding up of revolution abroad was passed by the Central Council of the Red Trade Union. The motion declared that the time had come to carry out a great offensive by exploiting unemployed as the most valuable revolutionary medium.

A new international fund must be immediately established to finance strikes and revolutionary outbreaks, particularly in Australia, India, South Africa, the Philippines, Cuba and Peru.—Reuter.

OUR FINANCES

Figures to End of
October

The financial statement for the month of October, 1929, just published in the Government Gazette, reads:—

Balance of Assets and Liabilities on September 30, 1929	\$10,408,965.65
Revenue from October 1 to 31, 1929	2,147,665.46
Expenditure from October 1 to 31, 1929	2,600,648.52
Balance	\$10,055,982.59

Ten Years Ago

[From the "China Mail,"
January 31, 1920.]

To-day's dollar is worth 5/- 5/4d.

Housing:—Talking of housing, why are people so foolish as to go on building houses on unsafe ledges of the foggy Peak, difficult of access, extra expensive, and permanently inconvenient? Now that the new roads have opened up sites on the more salubrious southern coast? Even Shaikwan was preferable. We should guess a few reasons, if pressed for them.

College, certainly, recently, told a good story of a village cricket team. A certain, and a most enthusiastic cricketer, used to keep cricket for the team of which the umpire was the club's butler. At a critical point in the annual game with the neighbouring village the noble wicketkeeper endeavoured to stomp a man.

"How's that?" he roared, "as he whipped off the balls."

"Not at home, my lord," was the urbane reply.

A Rething Archdeacon
A POPULAR Ecclesiastic is the Reverend E. E. Holmes, Archdeacon of London, who is retiring at the age of 75. He is a fine preacher, has written extensively, and is interested in, among many other things, theatrical charities.

He used often to make eloquent and amusing appeals from the stages of various London theatres, and one of his friends was the late Sir George Alexander. Equally genial was Archdeacon Holmes's predecessor, the late Archdeacon Sinclair, who was known as "Fleet Street's parson." He belonged to the old Press Club, into which he strolled almost daily to smoke a pipe and play a game of billiards, and he was known personally to scores of journalists.

Training in Sail
If Sir William Garretts's suggestion is adopted of building by public subscription, and endowing (ship would partly pay for herself by carrying freight), a full-sized sailing ship is a training ship for cadets, and a vessel should result. It is not solely a question of seamanship and discipline, and of replacing Sir William's lost Garthpool, the last British deep-sea sailing ship.

Most of our finest seamen in the merchant service have been trained in sail, and the fact that sail is almost

obsolete does not lessen the inestimable value to be gained from early acquaintance with it. Other nations realise this, and America, France, Germany, and Greece have fine sailing vessels for their future ship officers. The Italian training ship Cristoforo Colombo was in the Thames a few weeks ago.

The largest sailing ship in the world, a Danish Koebeinnavn, which recently disappeared and must be presumed a total loss, was for cadets.

Lord Atkinson

LORD ATKINSON reached the ripe age of 85 years recently. Less than two years ago he was actively engaged as a Law Lord, and when he retired he was succeeded by a comrade, Lord Atkin, twenty years his junior.

Of Lord Atkinson it has been said that he is one of those people who look old when they are young, and young when they are old. This anomaly may be due, in his case, to a certain rigidity of equanimity that has always marked him.

Yet in spite of this aphoristic description, which was rarely relaxed, he entertained many a dinner table with a pathos of genial stories of Irish humour. When he was Attorney-General for Ireland it was the delight of Nationalist members to bicker and annoy him, but he always turned upon them an imperious face and admonished with a disarming coolness.

There was a great deal of talk at that time of packed juries in Ireland. Once he presided at a No. 10,000 trial, who was causing trouble in the dock, and obtained a conviction in spite of a heated display of partisanship.

"Did you pack the jury?" asked one of his Nationalist opponents. "I never packed a jury so completely," was the calm reply.

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FULL TEST MATCH TEAMS

AUSTRALIAN CRICKETERS TO TOUR ENGLAND

McCABE AND GRIMMETT
Sydney, Yesterday.
The following is the full team of Australian cricketers who will tour England: Woodfull (Captain), Victoria; Victor Richardson (Vice Captain), South Australia; Ponsford and A. Beckett, (Victoria); Bradman, Jackson, Kippax, McCabe, Fairfax, and Oldfield, (New South Wales); Grimmett, C. Walker, Wall, (South Australia); Hornibrook and A. Hurwood (Queensland).—Router.

GOLF

Starting Times for Week-End

The Royal Hong Kong Golf Club notify the following starting times at Parling:—

SATURDAY	
9.00 a.m.	Dr. Dovey and J. Morris.
9.08	C. B. Riggs and J. Thayer.
9.20 to 9.35 a.m.	Reserved for Inter-club Foursomes.
9.40 a.m.	A. C. Meredith and R. W. Taplin.
9.41	J. M. Walker and A. R. Raworth.
9.48	G. W. Garrett and H. Graves.
9.52	D. S. Edward and F. Forbes.
9.56	L. G. S. Dodwell and C. E. Holmes.
10.00	N. K. Littlejohn and C. Mycock.
10.04	S. T. Butlin and G. W. Sewell.
10.08	S. S. Perry and A. G. Coppin.
10.12	N. M. Currie and E. M. Bryden.
10.16	W. Stewart and D. S. Robb.
10.20	G. E. Costello and J. P. Warren.
10.24	R. H. Wild and J. P. Sherry.
10.28	C. W. Jeffries and F. H. Craynell.
10.32	W. D. Harris and W. J. Manning.
10.36	P. S. Cassidy and F. Austin.
10.40	E. O. Priestley and W. C. Shields.
10.44	W. A. Butterfield and H. D. Browne.
10.48	C. B. Johnson and T. G. Bennett.
10.52	J. MacKnight and T. C. Monaghan.
10.56	A. T. Lay and I. H. Geare.
11.00	D. Black and W. G. Lorimer.
11.04	L. R. Andrews and J. S. Maclean.
11.08	E. P. Streatfield and N. H. Procter.
11.12	M. G. Mills and R. P. Moodie.
11.16	C. J. D. Law and H. V. Parker.
11.20	J. C. Clark and B. J. Lacom.
11.24	O. Eager and A. D. Humphreys.
11.28	A. F. Judd and M. B. Mathews.

SUNDAY	
9.04 a.m.	J. B. Lanyon and C. B. Riggs.
9.20 to 9.48 a.m.	Reserved for Inter-club, Shanghai & Hong Kong.
9.52	R. K. Valentine and L. G. S. Dodwell.
9.56	W. J. Clerk and R. P. Moodie.
10.00	R. A. Green and M. G. Mills.
10.04	J. W. Alabaster and J. R. Collins.
10.08	J. MacKnight and H. Hampton.
10.12	J. D. Thompson and W. S. Hillier.
10.16	W. Wright and W. N. Fleming.
10.20	J. P. Sherry and A. B. Purves.
10.24	A. Sommerfeldt and C. B. Brown.
10.28	C. Thwaites and D. Smith.
10.32	D. H. Passmore and A. B. Raworth.
10.36	C. W. Jeffries and N. K. Littlejohn.
10.40	J. Forbes and F. Austin.
10.44	W. A. Butterfield and W. A. Cornell.
10.48	G. Bennett and G. Miskin.
10.52	H. G. Eales and J. Thayer.
10.56	W. D. Harris and F. M. Ellis.
11.00	E. P. Streatfield and M. B. Mathews.
11.04	R. K. Hepburn and H. Spicer.
11.08	E. Lewis and A. T. Lay.
11.12	E. des Voeux and F. A. Redmond.
11.16	W. L. Alexander and G. H. Horridge.
11.20	A. E. Lissaman and H. U. Ireland.
11.24	C. Mycock and I. H. Geare.
11.28	C. W. Jeffries and N. K. Littlejohn.
11.32	T. S. Whyte-Smith and A. O. Brown.
11.36	O. Eager and A. D. Humphreys.
11.40	A. Webster and J. S. Dykes.
11.44	J. S. Drummond and E. M. Bryden.
11.48	E. Kern and B. J. Lacom.
11.52	W. J. S. Key and E. T. Butlin.
11.56	D. S. Edward and G. B. S. Thompson.
12 noon	W. A. Stewart and W. G. Lorimer.

SUNDAY	
12.04 p.m.	S. S. Perry and D. Ellis.
12.08	L. Yates and G. E. Elams.
12.12	D. M. Goodall and A. R. Cox.
12.16	Capt. Grant and A. Percy.
12.20	A. H. Penn and F. Syme.
12.24	A. E. Kern and D. M. Davis.
12.28	D. M. Walker and D. J. Gilmer.

ANNUAL TWO DAYS' CRICKET

MATCH BETWEEN CLUB AND UNITED SERVICES

PEARCE'S FINE INNINGS

When stumps were drawn yesterday, the first day of the annual two days' match between the Hong Kong Cricket Club and the United Services, the visitors were 25 runs on with one wicket to fall.

Duckett and Mitchell got into the twenties for the Club but "Tam" Pearce played one of his typically skippering innings and contributed 79 to the total of 140. Baker, Laslett, Musson and Wyatt shared the bowling honours.

United Services lost five wickets cheaply, Beck and Reid doing great damage. Musson and Wolfe Barry not only made a stand, however, but turn-

REVISED FIXTURES

Further Games for Chinese Visitors

Owing to the necessity of replaying the Chinese inter-club match, following the indecisive contest yesterday, local festival "soccer" matches have been revised.

To-day's match: East China v. Royal Navy, postponed until Monday, February 10.

To-morrow, Saturday: East and Southern China v. Rest of Hong Kong—this match has been cancelled. In lieu of which the date will be utilised for the replay of the match between Southern and East China.

Monday, February 3: East China v. the Army—this match to stand.

ed the tide and Baker rendered good service towards the end. Scores at close of play.

Hong Kong C.C.—1st innings	
E. R. Duckett, b Baker	20
K. H. Batger, b Baker	0
J. E. Richardson, st. Crane, b Wyatt	4
H. Owen Hughes, b Musson	9
T. E. Pearce, st. Crane, b Musson	7
H. J. Armstrong, b Baker	1
E. J. R. Mitchell, c Baker, b Wyatt	21
G. E. R. Divett, c Baker, b Wyatt	0
A. Reid, b Laslett	1
A. C. Beck, c Crane, b Baker	5
E. W. Hamilton, not out	0
Extras	1
Total	140

BOWLING ANALYSIS	
Baker	O. M. R. W.
Laslett	17 5 30 4
Musson	11 2 31 1
Wyatt	15 2 31 2
Reynolds	5 1 14 0

United Services—1st innings
Major R. H. Crane, b Beck 8
Lt. J. P. Wright, run out 0
Capt. F. G. Sillitoe, c Mitchell, b Beck 0
Lt. A. H. Musson, b Owen Hughes 33
Lt. Col. F. J. C. Wyatt, b Reid 4
Lt. J. G. Wolfe Barry, not out 48
Capt. J. R. Reynolds, b Divett 11
Lt. D. P. Evans, c Owen Hughes, b Divett 0
Comdr. F. C. Baker, b Duckett 38
Sub-Lt. C. L. Glass, not out 3
Extras 20

Total (for 9 wks.)	
Saturday's Teams	165
The following will represent the H.K.C.C. 2nd XI in a League match against the University to-morrow on the H.K.C.C. ground:	
W. W. Mackenzie, J. R. Collis, R. K. Hepburn, R. M. Wood, J. H. Ashworth, R. H. Dowler, J. R. Way, K. A. Batger, S. J. Stanesby, C. E. Gahagan, and H. J. Armstrong.	

HOME FOOTBALL

Replays in the English Cup

DERBY COUNTY LOSE

London, Wednesday.
Replays in the fourth round of the English Cup resulted:—
Charlton 1 Middlesbrough 1
Birmingham 0 Arsenal 1
Bradford 2 Derby C. 1
Manchester C. 10 Swindon 1
The revised fixtures for the fifth round proper of the Cup tie on February 15 are as follows:—
Newcastle v. Brighton.
Huddersfield v. Wrexham or Bradford City.
Aston Villa v. Blackburn.
West Ham v. Millwall.
Manchester City v. Hull.
Sunderland v. Notts Forest.
Middlesbrough or Charlton v. Arsenal.
Sheffield Wednesday v. Bradford.

HOCKEY

Army Beat the Club By Two Goals

The Army beat the Hong Kong Hockey Club 5-2 in the Ship Shield match played on the U.S. 2nd Ground on Wednesday.

P'RAPS — P'RAPS NOT!

Magistrate: "And what plea do you make for not paying your wife's maintenance money?"
Defendant: "Well, sir, marriage is a lottery, therefore alimony is a gambling debt, and I plead 'the Gaming Act.'"

A fellow said to a famous sprinter: "I'll race you and beat you if you'll let me choose the course, and give me a yard's start."
"Fifty to one that you don't," said the sprinter, confidently. "Name your course."
"Up a ladder," said the challenger.

A man was losing his temper with the barber; he was trying to sleep through his hair-cut, but was bored to death with the barber's endless prattle, and a long yarn of a racing tip.

"Oh, cut it short!" he snapped at last, and the noise ceased, and he dozed off.
And when he woke up he was as bald as a newborn babe.

"Mummy, please can I stay away from school? I don't feel well."
"Poor darling! Where don't you feel well?"
"In class."

A maidservant was left in charge of the children while her mistress went for a long drive. On her return the mistress said to the maid: "How did the children behave during my absence, Catherine?" "Well, I hope?"
"Beautifully at first, ma'am," Catherine answered, "but they finished up with a terrible fight."
"Why did they fight?" the mother asked.

"To decide which was behaving the best, ma'am."

An old gentleman at a country market watched the jostling crowd of bullocks, sheep, pigs, farmers, carts and horses.

Amid the throng was a small boy in a donkey-cart.
"My little lad," said the old gentleman, "Are you not afraid? How old are you?"
The boy replied, "I am all right. I am only nine, but the donkey's 40."

Old Lady (digging 'bus conductor in ribs with umbrella): "Is that the Bank of England, my man?"
Conductor: "No, mum; that's me."

Old Lady Pussyfoot: "You'll ruin my stomach, my good man; drinking that stuff!"
Old Son: "S'all right, 's'all right. It won't show with my coat on."

LADY READING DEAD

Beneficent Work in India

Rugby, Yesterday.
The death is announced of the Marchioness of Reading, the wife of the Marquis of Reading, the ex-Viceroy of India. Lady Reading had been ill ever since her return from India with her husband.

The newspapers speak of her beneficent social work in India. Through her energetic appeals, the sum of £100,000 was raised to endow a hospital in Simla for women and children and the training of nurses. She founded the Indian National Baby Week, which has been instrumental in reducing enormously the high rate of infantile mortality in the country.

When her health broke down she had so won her way to the hearts of the people that prayers for her recovery were said in temples, mosques and synagogues throughout the country.—British Wireless Service.

LONDON EXCHANGES

London, Yesterday.	
Paris	123.95
New York	4.86 17/32
Brussels	34.935
Geneva	25.21
Amsterdam	12.11 1/4
Milan	93.98
Berlin	20.365
Stockholm	18.125
Copenhagen	18.10
Oslo	18.21
Vienna	34.57
Prague	164.5
Helsingfors	194.2 (?)
Madrid	36.425
Lisbon	105.25
Athens	375
Bucharest	318
Rio	5 21/32
Buenos Aires	44 7/16
Bombay	1/5 7/8
Shanghai	Holiday
Hong Kong	Holiday
Yokohama	2/0 7/32
Singapore	20 1/2
Silver Spot	20 1/2
Silver Forward	20 1/2

—British Wireless Service.

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CHINA NEWS, LOCAL NEWS
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This week's *Overland China Mail* will be unique to many readers both here and at Home inasmuch as it publishes a full report of the farewell gathering in honour of the departing Governor, Sir Cecil Clementi, K.C.M.G. The issue should be filed carefully not alone for its own value, but for the equal value that will be attached to it when Hong Kong celebrates its centenary as a British Colony.

In addition to his reminiscent speech in reply to the farewell addresses His Excellency was present at various other public functions, mainly educational, and reports of these will be prized by friends and old residents now at Home.

Copies of this interesting issue of the *Overland China Mail* should be ordered at once, as there can be no reprint.

Apart from gubernatorial news this week's *Overland China Mail*—the only weekly paper with a free coloured Picture Supplement—is replete with the cream of both local and Chinese news.

You cannot afford to be without a copy for yourself and one for a friend in Britain, Canada, Australia, America, or elsewhere.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and China news every week—by means of a subscription to the "Overland China Mail."

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time the "Overland China Mail" has become the only weekly news budget which has a pictorial supplement with local photographs. It is made just to suit requirements, as it has done to people with any interest whatsoever in Hong Kong, and

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"THE OVERLAND CHINA MAIL"

Sport Columns

CHAT ON LOCAL FOOTBALL

PLAY IN SHIELD TIES REVIEWED

SOMERSETS' WIN

KEEN TUSSELS WITNESSED IN JUNIOR GAMES

(By "Roamer")

Three of the four Challenge shield ties were definitely decided last Saturday. In the Senior round the Somerset were easy victors by disposing of St. Joseph's to the tune of three clear goals, while in the Junior ties South China inflicted a crushing defeat over St. Joseph's by a margin of five in the nine goals registered and Kowloon earned the right to enter the second round by beating Chinese "A" by four goals to two. The remaining fixture resulted, after extra time, in a draw of one all, so the contestants, Somerset and Navy, will have to fight the battle over again.

Senior Shield

Play was rendered difficult owing to the greasy nature of the ground and ball, but the "Sets" soon settled down to the unusual conditions to give the opposing defence many anxious moments. Rocha had a very warm time of it in keeping out the "Sets" live wires and he did remarkably well in dealing with all shots except one in the first half. He could not, however, be blamed for the ball getting past him in this instance for Bewley-Bull was determined to get there. The latter player appeared to mesmerize all three opponents in his way, much to the delight of his supporters, to lob the ball over the heads of a crowd of players in the goal-mouth to drop neatly in the top corner of the goal. After the interval Earley was at last successful with his head. During the first half he made half a dozen good efforts with his head but all just missed the target or were cleared, so he fully deserved his success. The third and last goal came from Butcher who cleverly anticipated the intention of Bewley-Bull by taking the ball in his stride to find the net from a difficult angle with a terrific drive. The "Sets" by their victory are due to meet the Athletic at the Stadium on February 15.

Junior Shield

South China made no mistake in their encounter with St. Joseph's, for once they recovered from the shock of the "Saints" equalizing, making the score one all, the Chinese went ahead by three goals before the interval. Four more successes were recorded during the second half, three of them by South China, thereby severely trouncing their opponents to the extent of seven goals to two.

Kowloon successfully overcame Chinese "A" but the verdict was in doubt until within a minute of time. Moss was the outstanding player of this tie, he scoring all four of Kowloon's goals. After gaining a two-goal lead Kowloon lost that advantage when Hin Kon-hing brought the scores level shortly after the resumption. For a time the play was so evenly contested as to have their supporters on tenter hooks until a breakthrough gave Moss the chance to register his hat-trick. Chinese "A" fought hard to get on terms again but Moss once more came into the picture to put the issue beyond doubt. In the second round Kowloon will be at home to the R.A.

A rare struggle between the Somerset and Navy was witnessed at Sookumpoo. With both eleven evenly matched no scoring took place until the play had been in progress for fifty-five minutes. After continuous fast and clean play it was bad luck for the scoring to be opened by a spot kick for handling, but these things will happen, and it was very satisfying when the "Sets" equalized eight minutes from time, for with every player all out a draw was the only just verdict. Extra time was played but no further

scoring took place. The re-play has been fixed for February 5 on Caroline Hill, kicking off at 4 p.m.

Senior League Games

A tale of woe comes from the Navy. To miss a penalty and lose a valuable point was a bitter pill for them to swallow last Saturday. The result of a goal-less draw was all against the run of the play for South China were in almost complete subjection for the greater part of the game. Cartwright and Dickinson had more than their fair share of bad luck in their shooting efforts, particularly those from the former player in having two good scoring shots charged down. The Navy must win their next three matches to get on equal terms with the League leaders as regards points but their goal average is against them for first place.

The Athletic received a shock in their game with the Club, for with a three goal lead their opponents reduced the arrears twice in less than five minutes, and with strong attacks coming from the Club's front line, they were a trifle lucky in retaining the odd goal advantage. With four of their remaining fixtures against the teams just beneath them in the table, the Chinese have an uphill fight before them for Championship honours.

Both points were bagged by K.O.S.B. and R.A. as was expected, their opponents, Kowloon and Revere, being beaten by four goals to two and three to two, respectively.

To-morrow's Fixtures

With the ranks of the Senior eleven depleted by the departure of our "Interlopers" only one fixture will be kept to-morrow, that between St. Joseph's and the R.A. The previous meeting of these teams went in favour of the "Gunners" in convincing style but I do not anticipate their romping away again with another five clear goals victory, being inclined to favour St. Joseph's gaining their first draw of the season.

The full programme of the junior games will be fulfilled, in addition to which arrangements have been made for St. Joseph's and the Navy to play their postponed game of January 25. The keenest struggle among the juniors is likely to be at Kowloon where the peninsula team are at home to the "Gunners," and I predict the points going to the home side by a small margin. With results just reversed, i.e., Chinese "A" ten victories to one defeat to the Club's one victory to ten defeats I shall expect the Club's defenders to have a hard seventy minutes' work at the Stadium to-morrow. South China "A" will no doubt prove their last week's reverse a fluke by romping away from Eastern on their own ground. The K.O.S.B. should find South China "B" easy prey, while with Chinese "B" and the University of equal strength the points are likely to be shared. The Navy must not take matters too easy with their opponents to-morrow if they want to keep second place in the table as St. Joseph's average to date is a point a game.

The kick-off for all games have been advanced fifteen minutes for the month of February so the times for to-morrow are 2.45 and 4.15 p.m.

Programmes

League programmes and tables to date are appended:—

Division I (4.15 p.m.)

St. Joseph's v. R.A., St. Joseph's ground, Happy Valley.

Division II (2.45 p.m.)

S. China "A" v. Eastern, Caroline Hill ground.

Chinese "A" v. Club, The Stadium, North Point.

Kowloon v. R.A., Kowloon F. C. ground.

K.O.S.B. v. S. China "B", Military ground, Sookumpoo.

Chinese "B" v. University, Chinese ground, Happy Valley.

St. Joseph's v. Navy, St. Joseph's ground, Happy Valley.

LEAGUE TABLES TO DATE

Division I.	P.	W.	D.	L.	Goals.	Pts.
K.O.S.B.	18	11	5	2	42	27
Athletic	14	10	2	2	32	22
Navy	15	8	5	2	31	19
Somerset	12	8	1	3	24	17
South China	12	6	2	4	20	14
Kowloon	13	5	3	5	25	13
R.A.	14	6	1	7	21	13
Club	13	2	3	8	14	7
St. Joseph's	13	0	10	12	41	6
Revere	13	2	1	10	14	5
Police	13	2	1	10	13	5

Division II.	P.	W.	D.	L.	Goals.	Pts.
K.O.S.B.	24	19	2	3	86	40
Navy	17	12	3	2	55	27
S. China "A"	12	1	1	1	44	5
Athletic "A"	13	10	2	1	35	14
Somerset	10	8	3	5	39	24
St. Joseph's	15	6	3	6	34	15
Eastern	14	6	2	6	27	14
Kowloon	15	6	3	8	17	13
R.A.	16	3	8	7	24	13
S. China "B"	13	4	2	7	21	10
Athletic "B"	13	4	1	8	16	9
University	14	3	1	10	13	4
R.A.M.C.	10	1	4	14	16	4
Swa	14	1	3	10	13	4
H.K.F.C.	13	1	2	10	7	4

Inter-Sectional Match

A GAME OF THRILLS.

Southern and Eastern China To Meet Again

The first of the Inter-Sectional Football Championship Series of 1930 was contested yesterday before a record crowd at Caroline Hill. The Cup, a beautiful model standing on its plaque, about two feet in height was on view, and bore inscriptions in Chinese, testifying to the Southern being the winners in 1928 and the Eastern for 1929.

As the players took the field the crowd were amused at Master Kwok Ying-lok, but a small child, appearing in full football rig in the colours of the Southern team, as their mascot.

Eastern Win the Toss

After a photograph of the combined teams had been taken Eastern won the toss and Mr. Ip Kau-ko lined up the following players:—

Southern:—Pau Ka-ping; Lau Mau, Li Tin-sang; Leung Wing-chiu, Wong Shui-wa, Lam Yuk-ying; Chan Chau-hung, Li Wal-keon, Fung King-cheung, Suen Kam-shun and Ip Pak-wa.

Eastern:—Chow In-in; Fung Wan-yau, Li Ling; Chan Chan-wan, Sun Sze-king, Chan Pok; Chan Yu-tim, Chan Ka-kan, Lai Lun-king, Li Wal-tong and Wong Yung-kut.

Southern kicked off and the opening exchanges gave early promise of a good match. In the first five minutes Pau Ka-ping stopped a stinger from Li Wal-tong at the expense of a corner, and from the flag kick he had another hot one from the same opponent. An exciting moment came when Southern made a dangerous rush, but Fung King-cheung was a little too slow in taking Ip Pak-wa's centre, and lost a good scoring chance.

Goalie Makes a Drive

The ball was kept in mid-field for a few minutes until Southern made a thrust for Ip Pak-wa to force Chow In-in into making a full length dive and putting behind for a corner, which was cleared.

At the other end, Pau Ka-ping had to dive at the feet of Chan Yu-tim, but it was only a partial clearance, for Pau Ka-ping had to repeat the operation at the other side of the goal-mouth.

Eastern's front line were getting very dangerous and pretty combination between Chan Yu-tim and Chan Ka-kan almost led to scoring, Chan Ka-kan grazing the upright.

Continuing the pressure Eastern set up a bombardment to get the opposing defence into difficulties but relief came when Chan Yu-tim struck the post to go behind.

A Corner Conceded

A minute later Lau Mau had to concede a corner to bring relief, with the ball a yard from the goal-line. From the flag kick an exciting melee followed, but the Southern cleared their lines.

Southern then get on the run and a promising movement by Tai Lun-king was nipped in the bud by Fung Wan-yau, the former's shot grazing the bar and going over.

The Southerners strove hard to get ahead, but Ip Pak-wa forced a corner.

Thrills followed the flag kick, a melee bringing three attackers to the ground with defenders moving forward, putting them all off-side to prevent danger. Tai Lun-king then earned applause by cleverly beating three players to shoot wide.

Pau Ka-ping did remarkably well in dealing with a stinger from Tai Lun-king, which looked like a goal all the way.

An Attack Launched

Southern then launched an attack which culminated in Chow In-in diving to take off the toe of Fung King-cheung in the nick of time. Suen Kam-shun then thrilled the crowd by flashing the ball across the goalmouth, but being just out of the reach of Li Wal-keon, it went into touch.

Just before the interval excitement prevailed for fully a minute, with the ball bouncing about in Eastern's goalmouth. Luckily for the visitors, it went behind. For the first forty-five minutes the exchanges went in Eastern's favour to a small degree, half time finding a blank score sheet.

Half-time:—

Southern 0
Eastern 0

Exciting Resumption

Within five minutes of the resumption Li Wal-tong dashed through to beat Pau Ka-ping with an angle drive, giving Eastern the lead. From the place kick Southern went straight for their opponent's goal, Chow In-in having to concede a corner. The flag kick could not be cleared and from a crowd of players Suen Kam-shun missed the upright narrowly.

With the Southerners fighting hard to get on terms, terrific pressure found the opposing defence shaky. Suen Kam-shun had a fast drive turned round the post, but the corner did not bear fruit. The home eleven were now having most of the play and, from a free kick for a foul throw-in, Ip Pak-wa grazed the cross-bar.

The second half was just fifteen minutes old when the thrilling equaliser came. Chan Chau-hung centered beautifully for Suen, who ran forward and drove into the top of the net, leaving Chow In-in helpless. Yells and a round of crackers greeted this success.

A Lucky Save

Inspired, further excitement came when Chow In-in had to give full length to turn a good drive from Suen round the post. This was a very lucky save. Eastern now took up the running and a dangerous rush resulted in Pau Ka-ping receiving an injury to his shoulder. After attention he was able to resume play.

Bad luck fell to the Southerners after twenty-two minutes' hard struggle in the second half. Li Tin-sang kicked to clear, but Lam Yuk-ying was in the way. The ball rebound to Li Wal-tong, who ran through and easily beat Pau Ka-ping, who had run out, the ball trickling into the net just inside the upright. To even greater efforts went the Southerners, Chow In-in being brought to his knees to save from Fung King-cheung, followed by a punch out from Suen Kam-shun.

Ding Dong Play

Ding Dong play then occupied a few minutes, with Pau Ka-ping being tested twice, but he was safe.

With time only eleven minutes off Southern again got on terms. Chow In-in had saved from Fung King-cheung, but could not clear and from a melee with Chow In-in lying on the ground Suen Kam-shun found the net. Eastern took the lead again in the next minute, Sun Sze-king giving to Li Wal-tong, who turned and flicked the ball into the net well out of Pau Ka-ping's reach.

With Southern putting on pressure again Chow In-in did well in stopping a shot from Ip Pak-wa, but play went to the other end for Pau Ka-ping to tip the ball over from Chan Yu-tim and from the flag-kick Pau Ka-ping had to dive full length to save, again at the expense of a corner.

Time was now only a matter of three minutes and a pretty movement was started by Suen Kam-shun, sending out to Chan Chau-hung, who ran forward and centered for Ip Pak-wa to meet a drive beating Chow In-in all the way. This success was greeted with full-throated yells, hats thrown in the air and a round of crackers, and the noise had not died down sufficiently for the Referee's whistle to be heard, to stop play for off-side, the players going on for the Southerners to raid and miss the goal by inches.

Extra Time Played

Time arrived with matters even and in accordance with their rules extra time had to be played. Alternately the attacks came from both front lines both keepers being called upon to deal with good shots, and it was real bad luck when a Southern defender handled within the area. Li Wal-tong took the spot kick and drove into the corner of the net to give Eastern the lead for the fourth time.

At fever heat the homesters were fighting hard for the equaliser and expectations were nearly realised when Chow In-in saved an almost impossible shot from Fung King-cheung.

At the extra time interval Southern were still one in arrears. From the place kick Li Wal-tong was given an accurate pass by Tai Lun-king, but Pau Ka-ping tipped over.

The Last Lap

The corner kick was cleared, sending the Southerners away, and Suen Kam-shun equalised for the fourth time.

With still six minutes to go Southern came near to getting ahead twice by the aid of Suen Kam-shun, but Chow In-in's dives barred his success. Time arrived with the eleven still on terms, concluding one of the most exciting matches witnessed in Hong Kong for some time. When the re-play is fixed the game should prove to be a great draw.

Result:—

Southern 4
Eastern 4

HONG KONG AREA

In a match in the Hong Kong Area Football League at Happy Valley on Wednesday, "B" Company, K.O.S.B. defeated the combined R.E. and R. Signals team by two goals to nil. Teams:—

"B" Co., K.O.S.B.—Westland; Dowsey, McMurdo; Aitcheson, Rennie, Torrains; Mills, McEwan, Anderson, Cook, Lorimer.

R. E. and R. Signals.—Penny; Gillett, Perry; Dolling, Grosvenor, Moore; Higgins, Palmer, Cotton Sabin, Monaghan.

Navy Match

In a China Fleet Football League match at Happy Valley on Wednesday, Bruce beat Sirdar, who are at the top of the table in the Second Division, by the only goal scored. Teams:—

Sirdar.—Stott; Luxton, Harness, Bramham, Hobbs, Greenwood; Mitchell, Edmonds, Welch, Holden, Horner.

Bruce.—Barnes; Miller, Parr; Hooper, Horner, Grubb; Hawes, Pearson, Potts, Joyes, Barrett.

REFEREES' ASSOCIATION

The monthly meeting of the Referees' Association will be held in the Council Office, of the H.K.F.A., 4th floor, French Bank Building, Queen's Road Central, on Thursday, February 6, at 5.30 p.m. sharp.

All referees, players and others interested are cordially invited to attend.

[Other sports will be found on page 8.]

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BRINGING UP 1 YEAR.

IT'S NICE TO BE ALONE FOR A CHANGE. I'LL GO IN THE PARLOR TO READ MY PAPER. I WOULDN'T DARE DO THIS IF MAGGIE WUZ HOME!

12/16

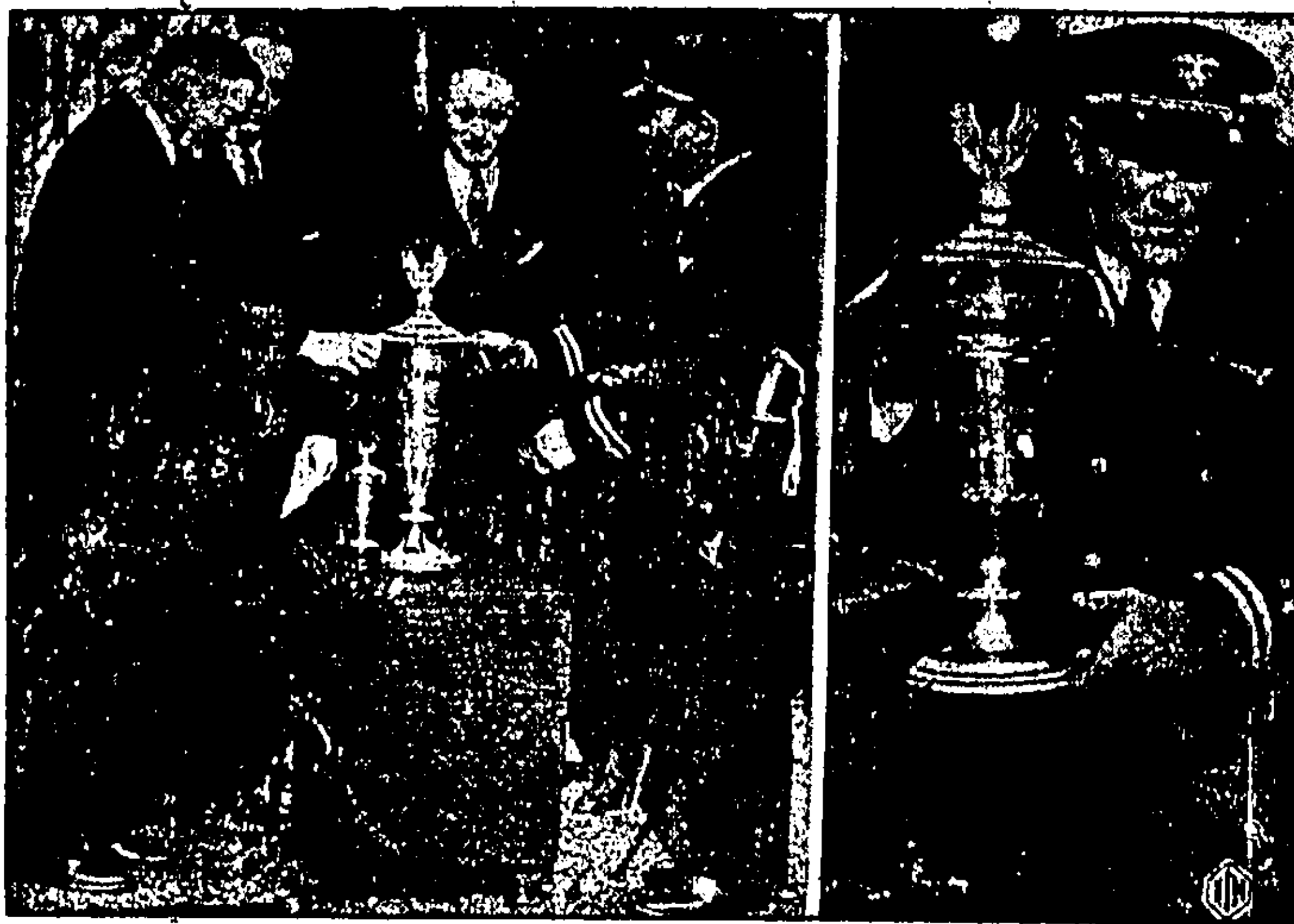
World News In Pictures

Her Husband Is Official Adviser



Viscountess Dunedin, wife of Viscount Dunedin, King George's most trusted adviser in official and private matters. Her husband has served as Solicitor-General, Secretary and Lord Advocate of Scotland.

Schiff Aviation Trophy



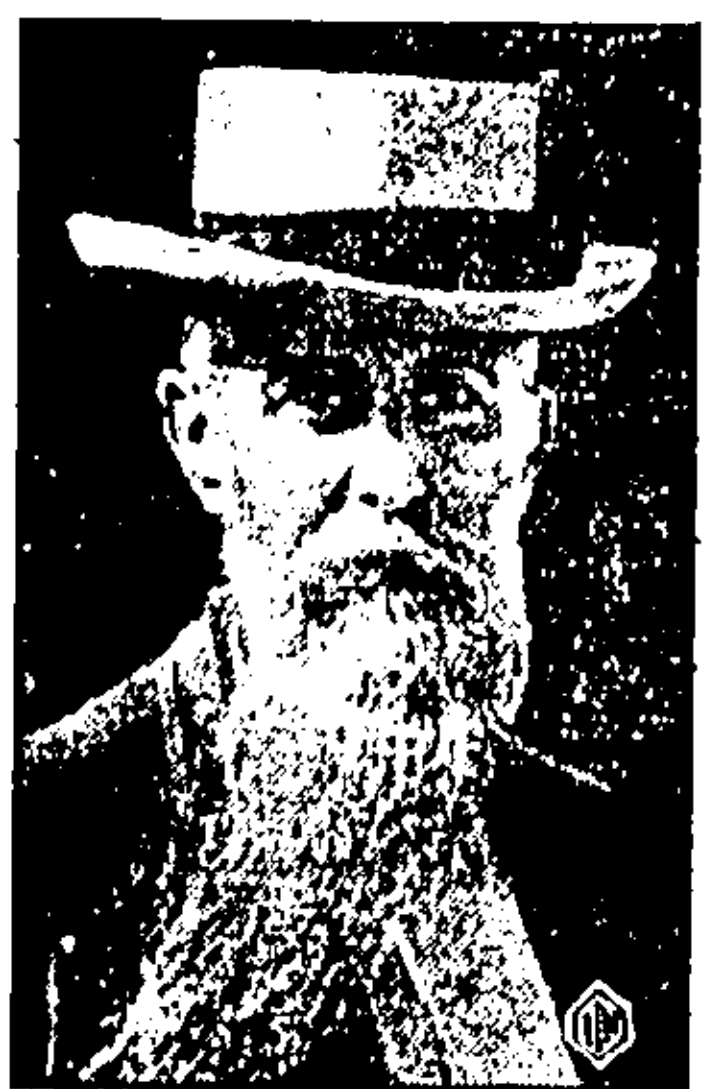
Herbert Schiff (centre), watching the presentation of the Schiff Trophy to Lieutenant T. G. Fisher by President Hoover. The trophy is dedicated to safety in flying and is awarded annually to the naval squadron or unit having the best safety record during the fiscal year. Lieutenant Fisher is commander of the Seventh Training Squadron of San Diego. (Right)—Close up of Lieutenant Fisher.

May Succeed D. W. Morrow



Senator Robert H. Moses of New Hampshire, whose name is mentioned as the next Ambassador to Mexico succeeding Dwight W. Morrow. Morrow will take over the seat in the United States Senate to be held temporarily by David Baird, Jr. Mr Baird is the successor to Senator Edge of New Jersey.

Bequeathed \$3,000,000



Captain Edward Morrison, known as the "millionless millionaire," at the age of ninety-three, died in Chicago recently. Morrison had sailed the seas for thirty years when he retired and tried to spend a fortune of \$8,000,000. Captain Morrison left an estate valued at \$3,000,000, the bulk of which is to go for a home for the old and indigent.

Immigrants for Germany



German-Russians awaiting the doctor at quarantine, Pommern, Germany, as they seek admission as the guests of the German Government. They are for the most part refugees who left their poverty-stricken homes in their adopted country to seek fortune in other lands. Several hundreds will sail for Canada.

First Irish President



Eamon De Valera, first President of the Irish Republic from 1919 to 1922 has had a stormy career. He was sentenced to death for his part in the Irish insurrection of 1916 and is leader of the Fianna Fail party, the opposition party in the Free State Government.

Prussian Prince



His Royal Highness Prince Frederick Leopold of Prussia.

Million-Dollar Rehearsal



These world-famed figures of the music world gathered at the home of Ernest Schelling to hold a rehearsal meeting for the brilliant "musicians' gambol" on December 30 for the benefit of the Edward McDowell Association of Peterborough, N. H. In the group are: Ernest Schelling, Fritz Kreisler, Willem Mengelberg, Walter Damrosch, Jose Iturbi, Ernest Hutcheson, Emilio de Gogorza, Joseph Lhevinne, Felix Salmond, Albert Stoessel, and Alfred Pochon.

In the Running



Alexander P. Moore, Pittsburgh capitalist and at present the American Ambassador to Peru, is practically certain of being sent to Poland as America's first Ambassador. President Hoover, it is learned, has already asked the Polish Government whether Ambassador Moore would be acceptable to them as the American diplomatic representative.

\$5,000 Buys Bride



Twenty-year-old Jean Frances Schilling of Baltimore, who, tired of struggling and worrying about the future, offered herself in marriage to the first man who presents her with \$5,000.

Survivors Happy After Rescue



Photo shows rescued passengers, dense fog. The S. S. Victoria was seen, waving their hands in glad greeting and sung by the S. S. after being saved from the sinking ship.

A Fiery Leader



Senator J. Thomas Heflin, fiery petrel of Alabama politics, who was excluded from the party by the State Democratic Executive Committee in session at Montgomery, Alabama.

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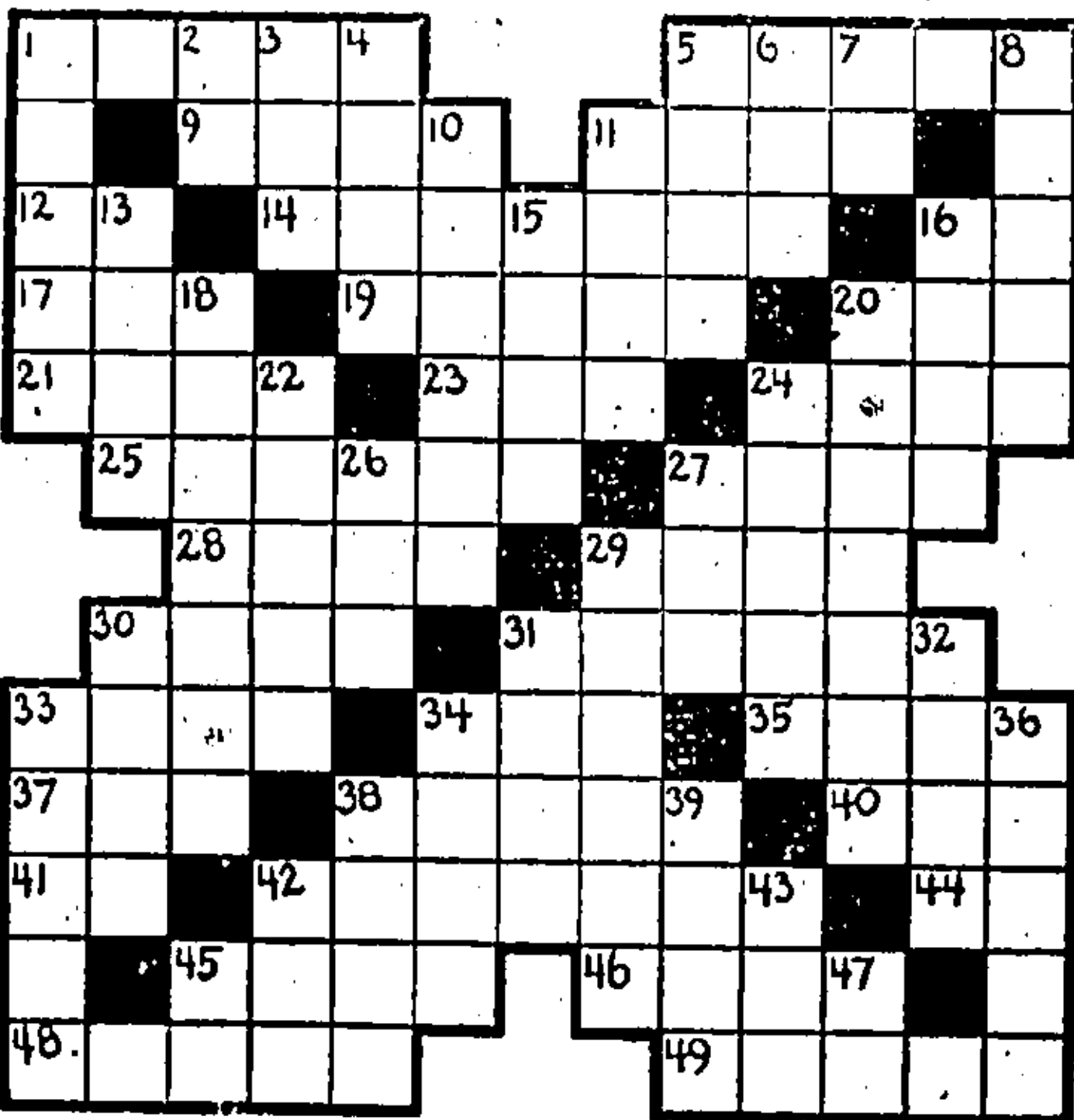
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and all'ho.)



©THE INTERNATIONAL SYNDICATE.

HORIZONTAL:

- 1-Escape
- 5-Nest of an eagle
- 9-Outer-mantle of a Roman citizen
- 11-Sell
- 12-Egyptian sun-god
- 14-A French meat dish
- 16-Collage degree (abbr.)
- 17-Canton of Switzerland
- 19-Persons who foretell events
- 20-Notes of a dove
- 21-Vices
- 23-Rodent
- 24-Revolve
- 25-Censure
- 27-Hollow horned ruminant
- 28-Grade
- 29-Serpent (pl.)
- 30-Chaste
- 31-Ontentious
- 32-Completed
- 34-Obese
- 35-Abound

HORIZONTAL (Cont.)

- 37-Exist
- 38-Feminine nouns
- 40-God (Latin)
- 41-Right (abbr.)
- 42-An order of aquatic mammals
- 44-Perform
- 45-Peel
- 46-To utter a sharp cry
- 48-Bird of prey
- 49-Aesop

VERTICAL

- 1-The god of east wind (Gr. Myth.)
- 2-In
- 3-Speck
- 4-The mantle of Minerva
- 5-Troubles
- 6-Before
- 7-Musical note
- 8-Antiseptic solution
- 10-Deprive
- 11-A market
- 13-Melody

VERTICAL (Cont.)

- 15-Bill
- 16-To dash off unexpectedly
- 18-Encroach
- 20-Sailed along the shore
- 22-Look intently
- 23-To heat excessively
- 24-Goddes of malicious mischief (Gr. Myth.)
- 25-Portuguese colony W. coast of India
- 27-The science that treats of plants
- 30-Segment
- 31-Empty
- 32-Pituit
- 33-A river in N. France
- 34-Food
- 35-American form of the elk
- 38-Ancient
- 39-Hastens
- 42-Salt (Latin)
- 43-Deverage
- 45-Portuguese (abbr.)
- 47-Porto Rico (abbr.)

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

UNIQUE CUSTOM

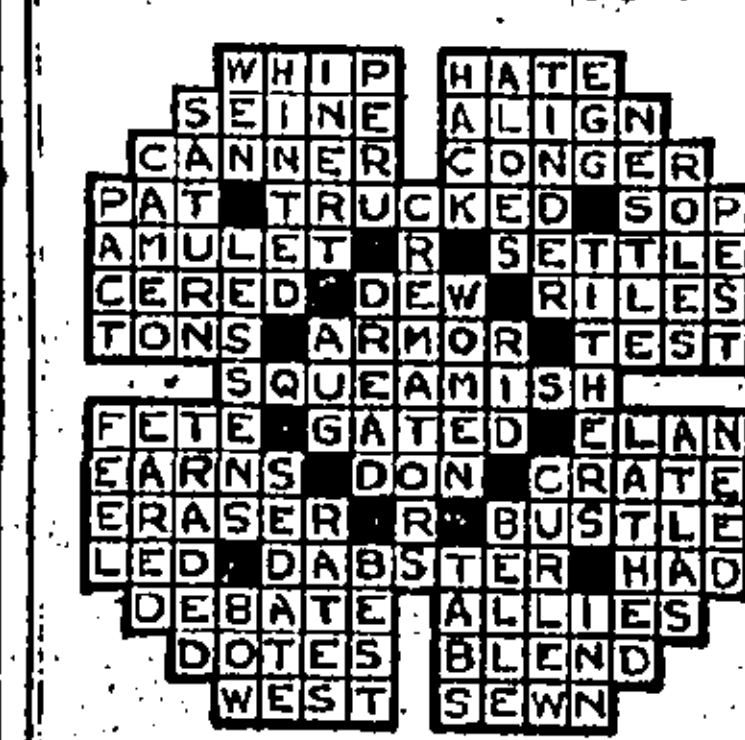
Bringing in the "Boar's Head"

"The Boar's Head, as I understand, is the bravest dish in all the land."

So sang the Master Tenor at the Boar's Head Feast of the Court of the Worshipful Company of Cutlers at their hall, when the boar's head was brought in with all the traditional picturesqueness.

After the roast pheasant course, the singing of the choir in an ante-room announced the entry of the procession. First came the bandle, carrying his silver-headed staff. Following him came a small choirboy carrying the silver salt-dish; two trumpeters in bearded jackets; two chefs with the boar's head, borne aloft on a huge dish; an official carrying upright a long knife and fork, each 3ft. long; and the choir, and vicar of Christ Church, Nekgate Street (the Rev. T. Hine-Haycock, Chaplain to the Company). The Master Tenor meanwhile sang the Chord of the Boar's Head, the

WEDNESDAY'S SOLUTION



choir taking up the refrain.

Past Master Sir Cato Worsfold said that the ceremony was over 2,000 years old, and had its origin in the sacrifice of the boar's head by the Vikings to the Scandinavian god. Now it was offered to the most honored guest at a feast—hence the Cutlers' Company's use of the ceremony as an honour to the Lord Mayor.

The Lord Mayor, responding to the civic toast, proposed by the Master, said that the delightful ceremony was unique in the City.

MUSIC • DRAMA • FILMS

COLOUR WORK ON THE CINEMA

U.S. TECHNICAL FIRM TO OPEN IN BRITAIN SPECIAL CAMERAS

The possibility of the Technicolour motion picture corporation building a £100,000 plant in London or Berlin was disclosed by Dr. Herbert T. Kalmus in an interview recently.

Dr. Kalmus, president and general manager of the company which has laboratories in Hollywood, New York and Boston, said that the choice of position would probably be London, near the Elstree district. British and German managers of studios desire a Technicolour plant, Dr. Kalmus says, and the only difficulty in the way at present is the doubt that enough film footage can be furnished by European motion picture lots.

At the present time Dr. Kalmus is making a survey of the London studios. He has just completed a similar study of conditions in Berlin.

Technicolour is the system used by most American companies. The process is an outgrowth of work carried on by the Massachusetts Institute of Technology at Boston.

The Beginning 12 Years Ago
Twelve years ago the real start was made and since that time the art has advanced until all the leading Hollywood and New York studios are using it. Seventy feature pictures for release this year will be done fully in Technicolour.

The process alters little on the set except arrangement of the colour background, selection of

United States to become professor of chemistry at the Boston Institution and began experimenting with colours and photography. He also taught at Queen's University, Kingston, Ontario, and directed for a number of years the chemical and metallurgical research work for the Dominion of Canada.

Outlay Already Incurred
Dr. Kalmus says about the procedure employed by his firm,

CINEMA STARS DANCE

[By Dorothy Herzog]

A big night at the New Embassy Club the other evening. Jack Warner dancing with his outfit's new Budapest import, Lotti Loder. And she gay in light blue evening dress with headgear a-matching. She's



Mrs. Isabel Craven Tollegen, third wife of Lou Tollegen, erstwhile Adonis of the stage and screen, was granted a divorce from him and the custody of their five-year-old son, Rex, whom she is holding in the picture.

"It creates no new expense as to equipment on the part of a studio. Our profit is in making the final film negatives for general release. Talking pictures do not increase difficulties in our work."

"We are an independent company. Over \$5,000,000 has been spent in perfecting the process and another \$2,000,000 will be spent during this year. Soon we hope to use a three colour process instead of a two colour treatment."

"As time goes on our work will improve, as will the motion picture industry as a whole. In nature, or educational pictures we can present life as it exists."

"Already we have colours filmed to perfection in their natural state. In time, costumes and background will be selected in colour pictures which will prove pleasing and artistic, as they now are striking."

"Most of the leading films now being made are using colour." "On with the Show," was the first full length film done in colour, "Song of the West," "Whoopee," "Vagabond Lover," "Show of Shows," and "Paramount on Parade," are but a few of the leading productions being filmed in colour.

coming along rapidly with her English. Knows how to say O.K. Mervyn Leroy dancing with his Missus Edna Merry denied being annoyed. "Directorial he put it. Then there was Laura La Plante terpsichoring with Jack Muhlall and neither minding the packed dance floor. Louise Fazenda declared she had never touched so many backs without an introduction. Amongst others noticed were, Mr. and Mrs. Basil Rathbun, Virginia Valli and Charlie Farrell, Catherine Dale Owen and Prince Yucca Troubetzky, Mr. and Mrs. Jack Gilbert, Evelyn Brent and Harry D. Edwards, Mr. and Mrs. B. P. Schulberg, Mr. and Mrs. Darryl Zanuk, the Jack Warners, Hedda Hopper, Eddie Goulding, Eddie Lowe, Paul Whitman and his band arrived at midnight and played in their own inimical style.



Carmella Ponselle of the Metropolitan Opera Company has announced her engagement to Joseph J. Lyons, who is well known in New York realty and political circles.

costumes and lighting effects. To meet these changed conditions Technicolour furnishes artists and costume directors to handle specific details. Mrs. Kalmus, an accomplished young artist and costume designer, is in charge of this work.

Special cameras are used in colour work. These machines are rented to the studio. When scenes are shot the negative is taken to the laboratory and early prints sent back the following day of the picture in the making. When a film is finally shot, the scenes are placed together into one continuous film. The colour, like the sound recording treatment, is on the strip of film negative itself.

The cost of producing Technicolour pictures is not a great deal

"AMERICA'S SWEETHEART"

Discovered. A dark and indigo slice of B. P. Schulberg's past. Ben is the high mogul of Famous to-day. Day before yesterday he was publicity man for the same company. In the days of Mary Pickford, Sarah, Bernhardt and others and—here's the dark and indigo part—his he who coined the slogan that adhesives to Miss Pickford to this day: "America's Sweetheart."



Clara Bow, fiery redhead of the motion pictures and fiancée of Harry Pichman, night club favourite, assumed the yoke of matrimonial bliss in New York on New Year's Day.

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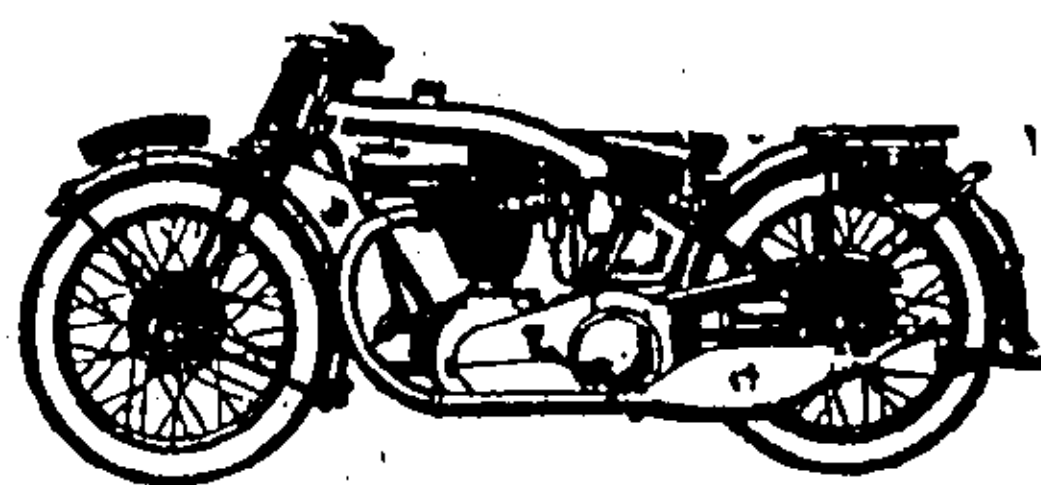
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THE MOTORISTS' PAGE

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REPAIR PARTS Steady Decline on Sales

The achievement of the automobile industry in offering cars which not only provide a constantly higher standard of performance, but which cost their owners less and less to maintain is emphasized in recently compiled figures showing the steady decline in the sale of repair parts per automobile in use.

A concrete example of this progress is the statement that sales of Studebaker repair parts have shrunk from \$12.41 per car in operation in 1922 to \$7.49 last year.

Research laboratory and proving ground have contributed much to this decline in repair parts sales through the development of finer design, the discovery and use of better materials, and improvements in manufacturing methods.

But another and equally interesting phase of the industry's constant search for improvement is revealed in a recent article in "Automobile Topics," which goes behind the scenes in Studebaker's great South Bend plants to disclose the ingenious system by which this manufacturer uses the whole world as a second line of laboratory defence against imperfections in its cars.

An Invaluable Aid

Studebaker's system is an invaluable aid to the skilled research and design engineers and technicians who are striving to achieve the impossible task of building an automobile so soundly designed, so accurately manufactured and assembled that its parts will never need repair or replacement. The science and skill of these engineers might well design the perfect automobile. But they can never eliminate that one human quality which makes a skilled workman, supervised though he may be by the most diligent and exacting type of inspection, perform his task a thousand times perfectly, and once imperfectly.

Hence the existence of thousands of automobile service stations and repair shops—and Studebaker's general service department. But if these engineers and technicians learn that in widely separated sections of the world Studebaker owners are having trouble with a certain unit, they can at once take action to correct the cause of the trouble and thus send future Studebaker cars to their owners cured of this particular source of annoyance and possible expense.

Unique System

Studebaker's unique follow-up system is based on service reports from its dealers all over the world. From virtually every large Studebaker service station and many of the smaller ones come reports of every service operation performed on Studebaker cars.

By this system any slight mechanical troubles which may appear in cars are checked back to their source at the factory and corrected in many cases within a few days after the cars were produced. Speed and simplicity mark this fact finding work, and it is the claim of Studebaker's service department that this second line of defence lags behind production only a matter of about ten days.

ONLY ONE HOUR Between East and West Coasts

An emergency call for some service parts for Model A cars by a Ford dealer on the Pacific Coast called for fast work recently and possibly set a record in modern transportation from the Atlantic to the Pacific Coast.

The parts were rushed to the landing field of the field of the Pan-American Airways Inc., in a Ford Station wagon, transferred to a trimotor Ford plane, and flown across to the Pacific where another Ford car awaited the parts.

The entire job was completed in less than one hour's time.

Impossible? Incredible? By way of explanation, it should be added this feat was actually accomplished on the Isthmus of Panama, where the Ford branch is at Cristobal, Canal Zone, on the Atlantic side, and the Ford dealer lives in Panama City, in the Republic of Panama, on the Pacific side. The distance separating the two places is not quite 50 miles. When flying across the narrow neck of land, one can see both oceans at the same time.

TIGER SHOOTING Luxurious Vehicles for the East

Thousands of pounds are spent every year in Britain by Indian Princes and Rajahs on luxuriously fitted special hunting motor-cars in which the occupants can take meals and even sleep.

Two of these hunting cars have just been shipped to the Jam Sahib of Nawanshar, better known as Prince Ranjitsinhji, the famous cricketer, and another has just been sent to the King of Uganda.

Britain's reputation for mechanical reliability and for special coachwork designs caused one or two wealthy sportsmen of the East to order cars suitable for travelling in the jungle. This was found to be such an improvement on the discomfort of the Safari that now nearly every potentate Prince and Maharajah owns his hunting car, which is almost as a matter of course ordered from Britain.

Wonderful Colours

The personal tastes of the owner are always embodied in the design and wonderful colour schemes are ordered, such as sea green and cream, scarlet, silver and lemon yellow. Sometimes all the interior fittings, including the steering wheel and gear lever, are made of ivory, sometimes of fine inlaid wood.

Probably the most striking exterior feature of a hunting car is the number of lamps.

In the jungle the car is a mobile blaze of light. Very powerful lamps are fitted at each side of the body and in the centre is a searchlight, which can be raised or lowered on a sliding pillar.

These three lamps can be directed to any desired point by a swivelling action. Special clips on the back of the front seats hold rifles ready to hand whenever a wild animal is picked out by the blinding glare from the lights.

Ice Chests

An hunting trip often means a lengthy journey and, perhaps, several camps en route. The car has therefore to be fitted with compartments on each side of the body holding two sliding drawers for baggage and on the luggage grill at the rear is a trunk holding two large ice-chests. In these food can be carried for almost any length of time in the hottest climates. A cabinet for small stores is fitted at the back of the front seat on which are attached folding glass-topped tables.

On a long trip a closed car sometimes forms part of the expedition containing bath with water laid on from a tank and a dressing-room or sleeping bunks.

Although cars are now regarded as almost indispensable for big game hunting in India it is, however, still necessary to hunt on foot in the denser parts of the jungle.

MARLEY'S GHOST Cars and Overseas Conditions

The immortal Dickens, in his delightful "Christmas Carol," emphasised the supernatural happenings that followed by making it perfectly clear in his opening remarks that the former partner of Scrooge was undoubtedly dead—"as dead as a door nail."

This fact did not, however, prevent the ghost of Jacob Marley from returning to the habitation of Ebenezer Scrooge with, as the story shows, most beneficial results in the later life and habits of Mr. Scrooge.

In these enlightened times there is apt to be a good deal of scepticism where ghosts are concerned, for it is generally accepted that these supernatural visitors do not make a practice of intruding their unwelcome presence among those who remain.

Exceptions, we are told, prove the rule, and British motor manufacturers are not infrequently brought face to face with one particular ghost that would appear to have completely disregarded the etiquette of all respectable ghosts and which will persist in cropping up when it should long since have sunk into oblivion.

In previous days the British

Drive a Trusty
"TRIUMPH"
the Motor that never fails you

DON'T LET SUPERLATIVES FOOL YOU!

Now-a-days more highfalutin stuff is being written about products of all description than the average human being can absorb with any degree of understanding . . . bombastic stuff that disgusts nearly all who read it. Such stuff as "This great Value Could Come from No Other Source," "Perpetual Youth for Bearings," "When you rode on Air," "Far Surpassing All Fine Car Creations," etc. etc. No wonder the reading public says "Bah."

Plain, simple statements about products are; if they are true, appreciated. We know this. And because we do we keep away from superlatives. "Best," "Finest," "Greatest," etc., etc. are some of the superlatives worked to death by those who have something to sell.

We tell the motoring public that Gargoyle Mobiloil is a good motorcar engine lubricant, and so it is. We have been told that Gargoyle Mobiloil is preferred by those who understand something about motorcar engines. There must be something out of the ordinary about Gargoyle Mobiloil—especially the New Gargoyle Mobiloil—because the demand keeps on increasing despite the frantic efforts of competitors to take the business.

Some day, when you are in an inquisitive mood, you might try the New Gargoyle Mobiloil. Maybe you will like it, and maybe you won't. A trial certainly will do no harm, and it might be the means of saving quite a nice little sum of money.

VACUUM OIL COMPANY

automobile was alleged to be totally unsuited to overseas conditions by reason of inadequate clearance, and although this contention has long since lost any semblance of veracity, it is still on occasion put forward.

There is little doubt that users overseas are becoming increasingly aware of the fact that criticism in regard to clearance is not substantiated in actual practice and are proving for themselves the fact that the general design of British vehicles is suitable for all road conditions.

In point of fact British cars give a clearance equal to, and in some cases actually exceeding that provided by other makes, and the surest answer to any query as to the suitability of such cars for overseas requirements is to be found in the pioneering enterprises of typical types of British cars in undeveloped areas in different parts of the world.

Almost every mail brings fresh proofs of the performance of British cars, and as an instance, one of the latest from Australia may be quoted. In the annual Sydney to Melbourne trial—which is of the "sealed bonnet" type, no adjustments being allowed en route without loss of marks—British cars came through with flying colours.

1,150 miles in length, the trial is considered to be one of the most strenuous held in Australia, a continent where strenuous trials are the rule rather than the exception. In a large entry there were four small British cars. Super Seven Triumphs. Whilst many other entrants fell by the "road" side, these four completed the course without the loss of any marks, and tied for the best time, performances of the day.

In view of the road surfaces traversed, the high speed averaged—approximately 80 m.p.h.—is amazingly good and forms a definite proof of the quality of British cars—and small ones at that—and of their ability to compete on equal terms with large and expensive foreign productions.

It is generally recognised by the public both at home and overseas that the natural sentiment to buy British transport can also be combined with the material business consideration that without question the British manufacturer, in his range of vehicles for every purpose and purpose, leads his competitors in every other part of the world.

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4 CONSIDERATIONS

Govern Your Motor Car's Power

The power of your motor car depends on four important considerations, according to Mr. C. Lauritsen, General Manager of the Dragon Motor Car Co. There are:

1. Full compression.
2. Perfect valve action.
3. Proper ignition.
4. Proper carburetion mixture.

Any or all of these factors may cause an engine to lose power and, therefore, result in great loss of economy in motoring. Each requires constant care and attention in order to keep the engine in perfect operation.

To have full compression, complete lubrication must be maintained to prevent scoring of the cylinders. The valves must seat squarely into their positions and the valve springs must work efficiently to avoid letting some of the explosive charge in the cylinders escape before the valves shut tight.

Loss of compression results in a weak explosion in the cylinder and the suction of a smaller charge of fuel into the chamber. Besides, a part of even this reduced charge may escape before firing, and the part that does explode may not have its full effect on the piston if some of this force escapes through some crack or other opening.

A worn, scored or cracked cylinder is one means by which such explosive gases can escape before they can exert their force on the piston. The pistons may have cracked, or the rings may have become gummed, worn or broken. The valves might be pitted and warped and their stems bent so that the valves cannot seat properly. Any or all of these faults may cause loss of compression and resultant power.

Loss of power may result also from leaks of the explosive gas through cracked or improperly seated spark plugs.

If the valve action is not just right, power again will be sacrificed. Wear, which grinding of the valves will remedy, can cause such faulty action. Sometimes the valve tappets may not be giving sufficient opening, or may be set to give too much opening—which would result in under or over supply of fuel.

The valves may not be properly timed, and this may cause havoc with the entire engine—knocking, misfiring and lack of proper fuel mixture when needed.

Timing of Ignition

In order that the engine may work properly, that the pistons may be forced down at the exact time each is designed to be, the spark in each cylinder must be timed to the exact instant. Otherwise pre-ignition, or detonation, or missing of the engine will occur. The exact timing of the ignition is as important as the proper timing of the valves. All of these functions must work in unison or the engine will merely sputter and lose power.

Any part of the entire ignition system, from battery to the distributor, may be the cause of this trouble. Only a competent electrical mechanic should touch this part of the system. It is too complicated for the average motorist.

The carburetor may be adjusted so that the proper combustible mixture will be fed to the cylinders of the motor, yet proper compression will not result unless this fuel mixture is also used properly. The spark must be hot and properly timed.

The mixture consists usually of about 15 parts of air to one of gasoline by weight, but in cold weather this proportion will have to be reduced. Whatever the ratio, it must be such as to give the greatest energy when it is ignited by the spark. The more combustible the mixture, and the hotter the spark, the greater is the resultant pressure on the pistons, provided, of course, there are no hidden leakages.

TRANSPORT SYSTEM

The Place of the Motor Bus

According to official statistics there were 92,400 motor-buses in the United States on January 1, 1929. Of these 42,000 are used for the transportation of school children; 35,800 are owned by independent companies for highway transport; 10,000 are used by electric railways and similar utilities; 1,000 are in use by steam railways. The remainder are operated by sightseeing companies, hotels, and alike.

The one-time hostility to the motor bus on the part of the established railroad systems has in almost every case given way to a strong co-ordination between railroads and motor transport, with the result that to-day the total mileage of motor bus routes exceeds the total railroad mileage by 39,300 miles (289,478 bus miles as against 249,844 rail miles). The railroads are increasingly using the motor bus for the establishment of feeder lines, which open up undeveloped districts where rail service could

INCREASED DEMAND EARL HOWE'S WORK

Makes Expansion of Factory Imperative

New high Oldsmobile production and shipment records for the first nine months of this year have been announced by General Motors Export Company. From January 1 to September 30, last year, 95,843 automobiles were shipped from the Oldsmobile factories, an increase of more than 25 per cent. over shipments during the same period last year, the report states.

The latest construction programme consists of additions to the Oldsmobile Six motor plant and to the engineering laboratories. These two additions will increase the plant floor area by 35,550 square feet.

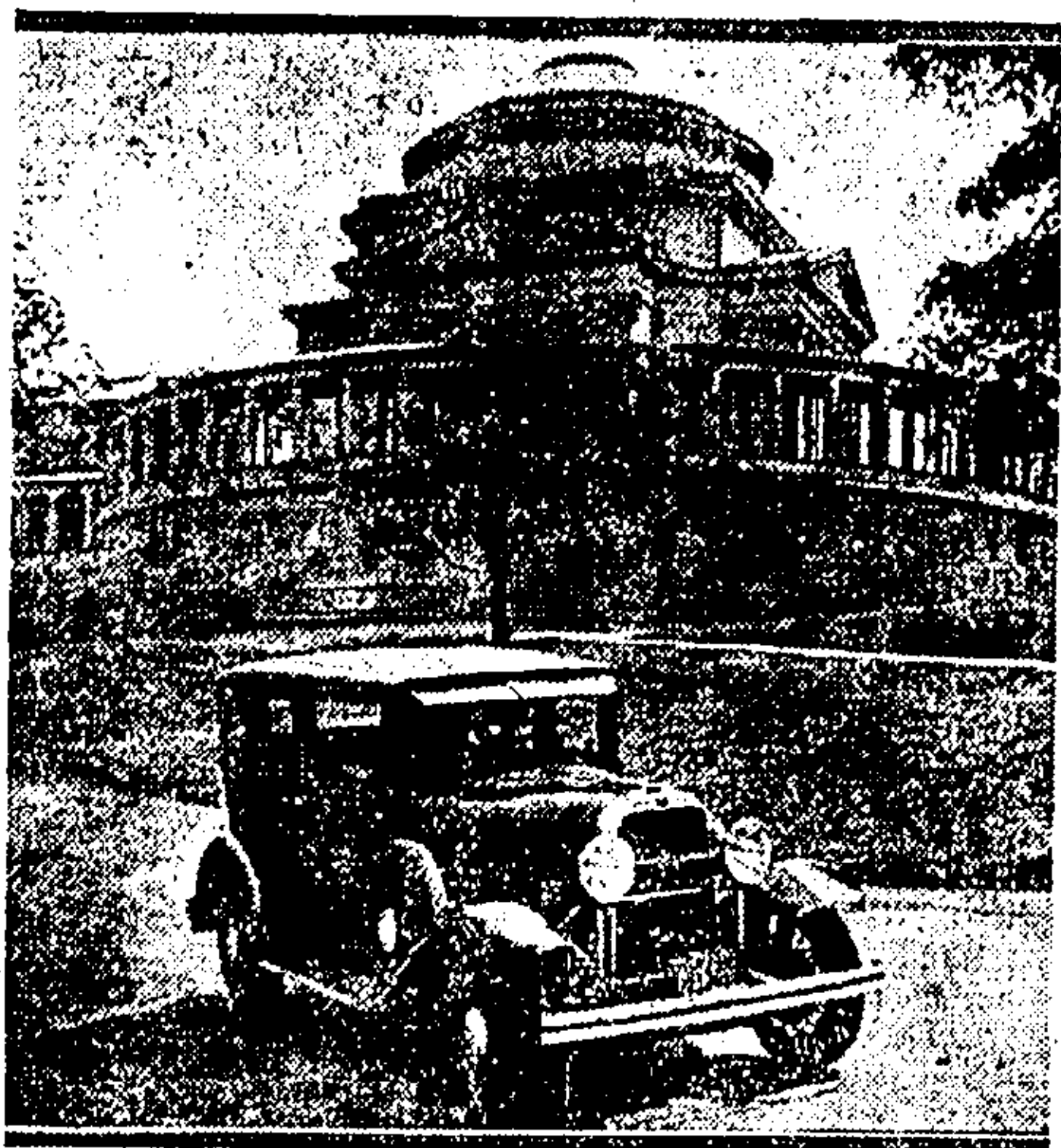
The addition to the motor plant will be two storeys high, 141 feet long and 75 feet wide. This addi-

Interests Watched in Road Bill Debates

Motor-users of every class, private and commercial, are warmly praising the ability and energy with which Earl Howe has presented their case during the debates on the Road Traffic Bill. Apart from his proposed 40 m.p.h. speed limit, an idea peculiar to himself, he has revealed unexpected powers and has wrested valuable concessions on points where motorists' just interests were threatened.

Earl Russell's admissions and explanations have made it clear, in the opinion of the Automobile Association, that the third party insurance scheme is unworkable as it stands. There was a widespread idea, said Major Stenson

Where Great Americans Are Immortalized



Oldsmobile tourists visit the Hall of Fame, an imposing structure that looms serenely above New York's noise and bustle and is dedicated to renowned statesmen, jurists, soldiers, scientists, teachers and authors.

tional space of 21,150 square feet will substantially increase the productive capacity of the plant.

The engineering laboratory addition will be 60 feet in width and 90 feet long. It will be two storeys and the second floor will be extended back 40 feet over the present building.

In addition to these two building projects a new parts and service building containing 169,300 square feet of floor area and an addition of 90,000 square feet of floor space to the sheet metal department are just being completed, and a new four-storey administration building is rapidly nearing completion. The building expansion at the Oldsmobile factories has been carried on practically continuously for more than two years and in that time approximately 1,250,000 square feet of new floor space has been constructed.

The new factory buildings have been required to permit increased production, which is reflected in the materially larger production and shipment figures for last year. Practically every month last year has shown a substantial gain over the same month in 1928 and the total increase for the nine months is nearly 20,000 automobiles.

This increase of better than 25 per cent. over the figures for 1928 has been made over the best previous year in the history of the company. In 1928 production and shipments were 52 per cent. greater than during 1927.

not be carried on at a profit, and for the transfer of passengers from waiting rooms at the centre of large cities to railroad stations in the suburbs. Many rail operators have established a motor bus service parallel to and in competition with their own lines as they find it an advantage to offer their passengers a choice between motor and rail service.

Promising Future

The future of the motor bus in America's transport system is very promising. There are still some 45,000 communities in the country without railroad service. Within 75 miles of Indianapolis, for instance, there are 185,000 people in 612 towns and villages of 50 inhabitants or more, who have no access to any railway. Here is a non-competitive field for rapid development of bus service.

Urban bus transport is also increasing rapidly, with the extended growth of cities, which creates a need for additional transport facilities. The co-ordination of different transport agencies is the first step in their most efficient operation. Railroads can no longer limit themselves to rail service alone, but must adapt the motor bus and the airplane to their needs. America's future need of large scale transportation at low cost must be provided for by a careful co-ordination of nation-wide transport agencies, in which rail, motor and air services assist and complement each other.

MOTOR FLOATS

Used for Transport of Cattle

The utility of motor transport has been evidenced in its ability to provide the means of transporting every kind of load, and the British Railway Companies who are called upon to provide road transport for loads which are often unique have found the British motor manufacturers able to render very considerable assistance through the range of vehicles which they have evolved.

As an instance, the London Midland & Scottish Railway Company, which is extending its road transport activities in many directions, are taking delivery of a number of motor cattle floats. These machines are mounted on Albion 35/55 h.p. 5-ton Overtone chassis, and are fitted with pneumatic tyres.

The bodies are designed to accommodate eight cattle or 100 sheep, and in order to take such a large number of sheep it has, of course, been necessary to arrange that they shall be carried in two tiers. The arrangement for enabling this to be done is ingenious. The second floor is slung from cables, which are attached to the corners and to the mid points of the sides. The cables are carried over pulleys at the top of the sides, down the outside of the vehicle, and back to drums which are mounted on a shaft lying right across and below the rear end of the body. In this way the six cables are operated together and the floor can be raised or lowered by two men, even when fully loaded.

The tailboard has a folding extension at the top and when opened out gives a total length of approximately 11 ft. 6 in. It is extremely solidly built so as to withstand the weight of heavy cattle without the use of any extra support. Although necessarily heavy, the tailboard is easily raised by means of a small winch mounted on the side of the body.

The sides of the body are close-boarded for the first 18 in. and above, and consist of alternative slats of wood and wire netting. The top of the body is closed by a canvas cover. Owing to the upper floor being movable, it is unnecessary to make any arrangement for loading sheep to a high level, as the upper floor is lowered and loaded first, and is then raised to its travelling position, the lower floor being loaded thereafter.

There are many ingenious features on the body, one of these being a neat arrangement for locking the upper floor in its raised position so that there is no strain on the cables.

The useful feature on the Albion chassis, which forms the basis of these cattle floats, is its small turning circle, making it easy to operate in Railway Yards, Farm Entries or other similar places.

TRAFFIC DEMANDS

Modern House-building in Cities

The enormous volume of present-day street traffic arising from highly developed motor transportation, and the many hazards to pedestrians resulting therefrom, are reflected in American city planning and house-building. There is being built in the State of New Jersey, for instance, a new town, Radburn, which is called the "City of the Motor Age" and is being built on an unusual plan, as a solution to the pressing traffic and safety problems of the modern age.

The Radburn plan provides for separate footpaths for pedestrians, distinct from the roadways on which automobiles travel. Large parks, where youngsters and grown-ups can walk and play in safety, occupy the centre of each super-block. Children can go to school or into the park without crossing a street used for vehicular traffic.

Each Radburn house has two means of access, a motor entrance and a garden entrance. Friends arriving by automobile, as well as the grocer, the milk-man, the coal-man, all who drive, go to the motor entrance by way of short closed-off streets around which the houses are grouped. An entrance on the other side of the house opens on the garden, at the end of which is a path for those coming on foot.

This path forms part of the park system, while the short closed-off streets lead to broad traffic avenues. A number of these closed streets, with the houses which are grouped around them, form a block many times the size of the ordinary city block, with traffic avenues at its boundaries and a long park strip in the centre. In blocks now being built the parks are joined by an underpass where they are crossed by a traffic street.

TRANSPORTATION COST

When W. J. McDonnell of Pueblo, Colorado, bought his Model A Ford he decided to keep an accurate check on the cost of transportation as provided by it. After it has been in service 18 months and had run up a mileage of 21,568 he made the following chart.

Cost Per Mile

	per mile
Gasoline	.0111
Oil	.0036
Tyre	.0050
Miscellaneous	.1180
Total	.0277

Miscellaneous included repairs, as well as licence fee 5th tyre and wheel, insurance, and all other incidentals.

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NEW ROADS

The Needs of Modern Traffic

Among the recommendations for the improvement of Britain's road transport system made at a recent session of the Royal Commission of Transport at the House of Lords were:

The building, out of the Road Fund, of new roads for long-distance motor vehicles exclusively, connecting Birmingham with Manchester and Liverpool and London with the South Coast and South Wales; and

The conversion of branch railway lines into roads, where road transport would be cheaper than rail.

Mr. Rees Jeffreys, who made these suggestions, described the allegations that railway companies were being subjected to unfair competition by road transport, as "the attitude of all owners of obsolete means of production when more up-to-date methods are introduced."

"The road users of this country contribute far more towards the cost of road upkeep than they receive in value," he added.

Steel Trade's Plight
Mr. J. W. James, of Middlesbrough, giving evidence on behalf of the National Federation of Iron and Steel Manufacturers, said:

"If Great Britain is to maintain her position among the chief iron and steel production countries of the world the railway companies must not be allowed to become inefficient through unfair competition or extravagant costs imposed upon them."

"The growth of road traffic has made it necessary for the railways to make severe cuts in their rates which has had an unfortunate effect on the depressed iron and steel industry, which is bound up with the railways."

"We have 28,000 more employees on the railways than we had in 1913, and 50,000,000 tons less of freight traffic. We have an extra revenue of £35,000,000, but we have to pay £72,000,000 more in wages."

"If the public purse is being used to detract traffic from the railways on to the roads, it is a very serious matter for British industry. Once the railway system of the country goes, we go with it. If something is not done soon we shall have to

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"The heavy road transport industry should be put on the same business basis as other industries. Let it pay its way as the railways have to."

Drive a Trusty
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"HECTOR" 19th Feb. Marseilles, London, Hamburg

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"BELLEFON" 9th Feb. Harro, Liverpool & Glasgow
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"TYNDAREUS" 10th Feb. Victoria, Vancouver & Seattle
"PROTEUS" 20th Mar. Victoria, Vancouver & Seattle

INWARD SERVICE.

"KERMUX" 1st Feb. For Shanghai, Kobe & Yama
"MENSE" 10th Feb. For Shanghai, Kobe & Yama

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POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Office. No charge is made for this.

INWARD MAILS

From FRIDAY, JANUARY 31.

Shanghai 11th Feb. Mantua

U.S.A. (Seattle, Jan. 11), Canada, Japan & Shanghai

SATURDAY, FEBRUARY 1.

Shanghai and Swatow Suiyang

Saigon G.G. Merlin

SUNDAY, FEBRUARY 2.

Shanghai and Amoy Tjisondari

MONDAY, FEBRUARY 3.

Saigon G.G. Paul Doumer

Canada (Victoria, B.C., January 11), U.S.A.

Honolulu, Japan and Shanghai Empress of Asia

Straits Kamo Maru

Manila President Jefferson

OUTWARD MAILS

For SATURDAY, FEBRUARY 1.

Shanghai, Japan and Europe via Siberia

Amoy, S. Africa, Aden, Egypt & Europe via Marseilles

Registration Feb. 1, 9 a.m. Letters Feb. 1, 10 a.m.

Manila G.P.O. Registration Feb. 1, 9 a.m. Letters Feb. 1, 10 a.m.

SUNDAY, FEBRUARY 2.

Swatow, Amoy and Formosa Canton Maru 9 a.m.

Bangkok via Swatow Kaying 9 a.m.

MONDAY, FEBRUARY 3.

Swatow Hydrangea 2.30 p.m.

Manila Empress of Asia 3.30 p.m.

Bangkok Bintang 5 p.m.

Japan, Canada, U.S.A., C. and S. America and Europe via Victoria, B.C.

Registration Feb. 3, 8 p.m. Letters Feb. 3, 9 p.m.

Shanghai and Europe via Siberia

Registration Feb. 3, 8 p.m. Letters Feb. 3, 9 p.m.

TUESDAY, FEBRUARY 4.

Manila Tjisondari 9.30 a.m.

Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles

Registration Feb. 4, 1 p.m. Letters Feb. 4, 1.45 p.m.

Swatow, Amoy and Yokohama

Registration Feb. 4, 1 p.m. Letters Feb. 4, 1.45 p.m.

SOUTH AMERICAN WAR RUMOURS

BOLIVIA DENIES PLANS TO DISTURB PEACE

BASELESS ACCUSATION

Geneva, Yesterday. The Secretary General of the League of Nations has received telegrams from the Bolivian Government asserting that Paraguay's accusations are baseless, and declaring that Bolivia has no wish to disturb the peace of South America.

Reuter's American Service. [The Secretary-General of the League of Nations received from the Paraguayan Charge d'Affaires in Paris a telegram declaring that in consequence of the recent frontier incident, wherein one Bolivian and one Paraguayan soldier were killed, Bolivia was mobilising two divisions and enrolling reservists and volunteers with the object of attacking Paraguay.]

The Secretary telegraphed the Paraguayan Government's communication to all members of the Council of the League and the Bolivian Government.

WORKED UNDER AGE

General Motors Fined in India

Bombay, Wednesday. Mr. G. K. Seers and Mr. E. C. Richards were not charged with permitting boys under age but male adults to work overtime. Mr. Seers told Reuter that General Motors did not employ boys who were under age in their factories.

Reuter. [Pleading guilty to allowing boys under legal age to work overtime Mr. G. K. Seers, managing director of General Motors (India), Limited, was fined in the Second Presidency Magistrate's Court fifty rupees for each of thirty cases under the Factories Act. Mr. E. C. Richards, production manager, was similarly fined in ten cases. He undertook henceforth to comply with the act.]

WORLD FLIGHT

Young Airman Reaches Australia

Sydney, Yesterday. The young New Zealand airman, Chichester, has arrived here from Karachi.

HUGE SCALE "RED" FORGERY

COUNSEL'S ALLEGATION AGAINST THE SOVIET

TONS OF FALSE NOTES

Berlin, Yesterday. At the hearing of the banknotes forgery plot, counsel for the defence asserted that the Soviet itself, for political purposes, forged English, American, and Chinese currency notes, valued at \$500,000,000, and sent two tons of it to General Feng, and one ton to the Soviet army in the Far East. Counsel's allegation was supported by the police.—Reuter.

FALL OF COTTON

Liquidation follows Official Denial

New York, Yesterday. Cotton prices in New Orleans dropped approximately from two dollars a bale to the new low levels. The season prices broke a similar margin in New York, where liquidation was heavy following an official denial of a report that the Federal Farm Board contemplated purchasing cotton at prices above the market rates.—Reuter's American Service.

FRANCE'S COLONIES

Development Loan to be Launched

Paris, Yesterday. In the Chamber to-day the Colonial Minister announced the intention of launching a colonial development loan of 5,000,000,000 francs.—Reuter.

END OF PASSENGERS ADVENTURES

VICTIMS OF DOOMED LINER RETURN TO CIVILIZATION

STAY IN PRISON COLONY

Buenos Aires, Yesterday. The passengers on the Monte Cervantes are returning to civilization little the worse for their adventure. The ship's band played a funeral march in memory of the Captain when they passed the scene of the disaster.—Reuter's American Service.

[A message from Buenos Aires stated that the Monte Cervantes sank on the night of January 23. Captain Dreyer went down with his ship, the German liner Monte Cervantes, which struck a rock near Tierra-del-Fuego, in the Straits of Magellan. The Monte Cervantes was badly holed and the bows quickly submerged.]

The passengers and crew numbering 1,600, were put ashore at Ushuaia, a prison colony containing the most notorious prisoners from Argentina. Ushuaia has very few buildings and no proper accommodation for so many people.]

WHEAT DEPRESSION

U.S. Market and Russian Exports

Chicago, Yesterday. Under the influence of fresh reports of Russian wheat exportations, wheat prices fell to the season's low level, being driven down two cents a bushel in the fifteen minutes, trading and finished at two to three cents below yesterday.—Reuter's American Service.

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New York Journal

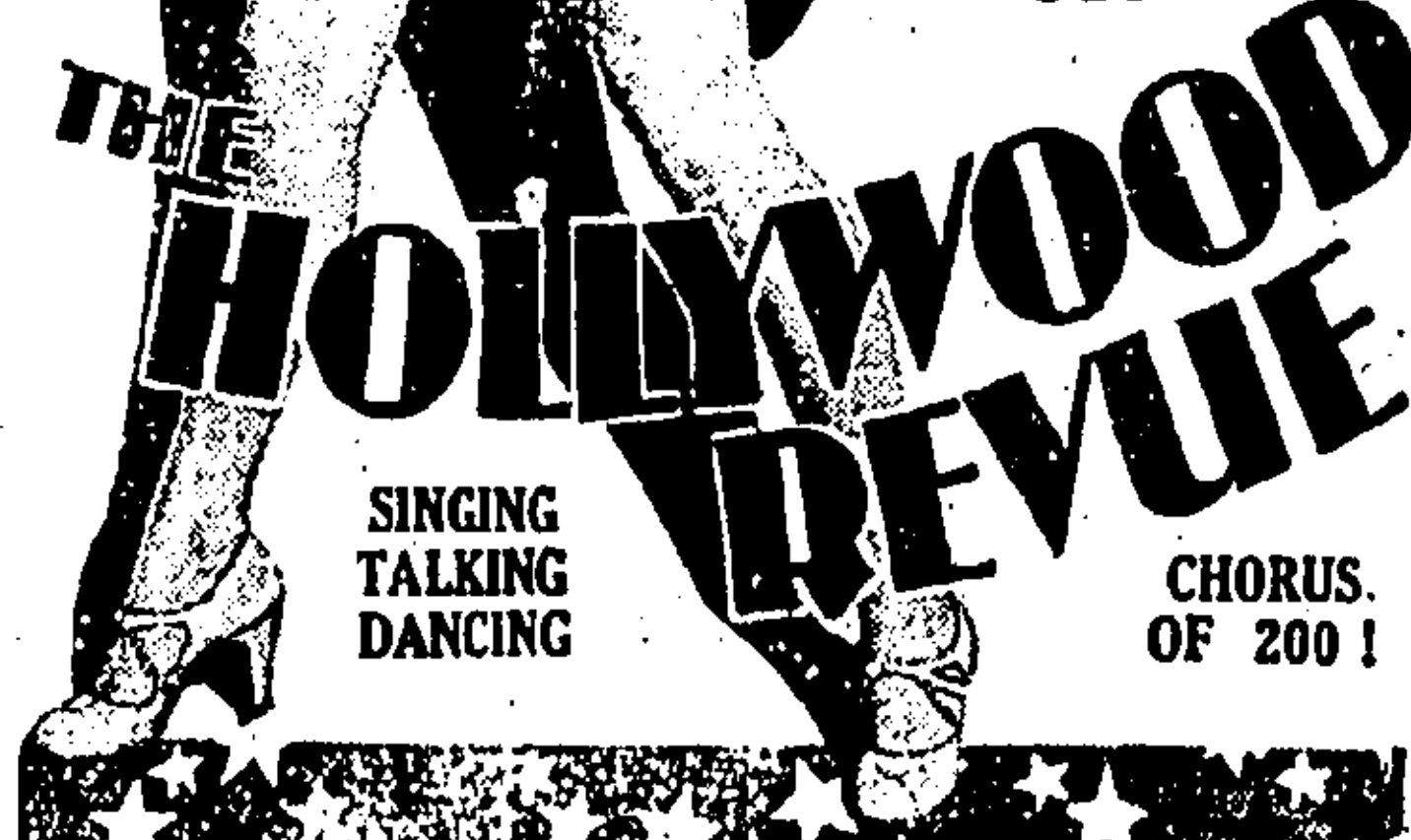
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